Construct Permit to implement the changes. The plant installed the improvements and a District inspector reviewed the installation of the control measures in February 2012 and found them to be acceptable. The Plant is now operating with the control measures in place. For these reasons, no change to the Draft EIR is required.

WESTERN PLACER
UNIFIED SCHOOL DISTRICT
600 SIXTH ST, SUITE 400, LINCOLN CA 95648
PH: 916-645-6350

March 22, 2011

George Dellwo, AICP
Assistant Director of Development Services
City of Lincoln Development Services Department
600 Sixth Street
Lincoln CA 95648

RE: Notice of Draft Environmental Impact Report for the Meadowlands Subdivision Project (SCH #2006032003)

Mr. Dellwo:

Thank you for the opportunity to respond to the Notice of Draft Environmental Impact Report (EIR) for the proposed Meadowlands Subdivision. As I understand, this project was included in the City of Lincoln's plan prior to the revisions included in the General Plan Update of 2008, meaning that it was already approved as a project and functions outside of any proposed "Villages". 6-1

The information provided in the Draft EIR shows a maximum residential unit count of 313 units, all of which fall within the Western Placer Unified School District (WPUSD) boundaries. Using our current Student Generation Rates of .448 students per single-family residential unit and .638 students per multi-family residential unit, this project would yield approximately 160 new students that would need to be served by WPUSD.

While the adjacent school grounds of Carlin C. Coppin Elementary school would be the best option for attendance for the elementary aged students from this project, due to the influx of students district-wide and the unavailability of funding to construct new school sites, WPUSD reserves the right to serve students at any of its elementary school sites. Under 'Mitigation Measure PS-2' on page 1-10 of the Draft EIR, it states that the Carlin C. Coppin campus has "the ability to expand from its current enrollment of 460 students to 600 students". While this campus does exhibit some room for enrollment growth, the actual number of students it is able to serve past its current enrollment of 398 students would depend greatly on; campus condition, ability to access campus via the one entrance by increased number of parents, cost of adding additional classrooms and cost of renovating shared spaces on campus. Students grades $6^{th} - 8^{th}$, currently attend Twelve Bridges Middle School but in the future they will matriculate to Glen Edwards Middle School, while students grades $9^{th} - 12^{th}$ would attend Lincoln High School. 6-2

Also under 'Mitigation Measures PS-2' on page 1-10 of the Draft EIR, fee collection for new residential units is reviewed. While current regulations prevent a school district in California from refusing to issue a document generally known as a "will serve letter", the WPUSD is

Lincoln

fundamentally not in a position to issue such a statement until we know for certain that we can serve the students of this project by building the appropriate school facilities needed to serve them. While we struggle to work within the confines of the fee program put in place by the State of California and the rising cost of housing students, we anticipate that fees levied under the current program will be able to fund additional classrooms, utilizing portable or modular construction, needed to house the students from the project.

6-2 (cont.)

SB 50 was based on the perception that the State of California would provide school facilities money to help school districts build new schools and modernize older schools. Historically, the State has provided about 36% of the money to help districts build new schools (not the previously touted 50%). In WPUSD that true percentage has been even less than 36% because of various costs that were incurred in the building of recent schools due to construction climate and the costs of materials at time of build. The State of California Office of Public School Construction has, or will shortly, run out of new construction bond money. This would mean that no money would be available to California schools for any percentage of reimbursement of construction costs. While SB 50 includes a last resort plan of Level III fees, it is very uncertain if Level III fees would ever be approved for collection by school districts, or if Level III fees would cover the true cost of construction.

Currently, the WPUSD operates under the SB 50 program; however, within the next year the District will have exhausted all of its remaining capital outlay funding to meet the needs of incoming students for the 2010-2011 and 2011-2012 school years. At that time the District *may* qualify for Financial Hardship if, indeed, the program still exists. Schools built under Financial Hardship are typically portable in nature and due to the funding limitations imposed by the State under the program; do not include many of the components needed to provide an acceptable education. The Draft EIR needs to address the uncertainty of future State monies provided to school districts. Even if a 2012 state wide bond were to be successful there will be such a backlog of projects awaiting funding and with the Pooled Money Investment Board's (PMIB) concern about the State's bonding capacity, funding for projects that have yet to start will be in jeopardy.

In the section "Alternatives to the Project" on page 3-2 of the Draft EIR, number 3 on this list refers to a 'School Dedication Alternative'. This alternative has been discussed previously with the developer, and is an option that WPUSD views as necessary in order to properly serve this development. This additional 2.3 acres would be essential in order to incorporate the new students generated by this project onto Carlin C. Coppin Elementary, allowing students to attend a neighborhood school. In addition, this alternative would reduce the number of dwelling units within the subdivision, making housing the generated students from this project more feasible. The School Dedication Alternative would reduce the single-family residential units to 198, bringing down the student generation on single-family units to approximately 89 students and the total students from this development to approximately 155.

6-3

However, the Draft EIR constitutes that the additional acreage would be utilized to construct a parking lot and a joint city/school park. While WPUSD acknowledges the need for improved parking and traffic flow on the campus and intends, should this project move forward and monies are available, to address that issue; it is imperative that it be understood that there will be no

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construction of any "park" on the school grounds. In order to properly serve students at this site, WPUSD needs to reserve the right to construct on its school grounds as it deems necessary, nor does the WPUSD have any future plans for constructing joint use city/school district parks on the Carlin C. Coppin site. 6-3 (cont.)

Currently at the proposed development site, just outside of the South-West corner of the school parking lot, there is an ongoing drainage issue. Water running off the campus and parking lot flows to this corner and it appears the land itself does not always drain away from this area as it should. Frequently there is ponding occurring in the corner of the school parking lot and the adjacent street frontage. WPUSD has a concern that development around the corner of the property would result in a change of water flow hampering the use of the current school campus. WPUSD requests that the EIR address this drainage issue and that mitigation in the form of repair and guarantee of a no impact to the school grounds by construction be implemented. 6-4

In reviewing the maps for the proposed project there are a couple of areas of concern. First, it seems that in the Phasing Plan Map, along the Western border of the school property, there are small gaps in between some of the planned units. Assuming that these would drainage alleys, WPUSD has concerns about student, and other non-student, traffic through these areas. These would not be safe paths, nor have direct access to the school campus. In addition the District is concerned about the types of activities that may happen in these areas both during and after school hours, also there is a likelihood of them becoming unsightly. Should the School Dedication Alternative not take place and units are built along this area, we request that these drainage alleys be removed. Secondly, along the North border of the school grounds there appears to be parking proposed along the "C-C Circle". This is not necessary for the school, nor is it requested by the District. 6-5

Please be advised that the Draft EIR does contain some antiquated information. On Page 1-9 of the Draft EIR there are two persons quoted who no longer are employed or serve the WPUSD. Footnote 7 addresses the number of school sites within WPUSD, and at the time of this response we have: seven K-5th grade elementary schools, two 6th-8th grade middle schools, one comprehensive 9th -12th grade high school and one continuation high school. Footnote 8 refers to a future high school and middle school. The Twelve Bridges High School, while still a future project for WPUSD, is on hold pending enrollment increases. The Lincoln Crossing Middle School however, has been eliminated as a future project for WPUSD. In order to save potential costs and accommodate students within our down town area most effectively, Glen Edwards Middle School and Twelve Bridges Middle School will both be expanded in the future to accommodate student growth at these grade levels. Footnote 9 refers to the capacity of Carlin C. Coppin Elementary School. While there is some room for growth on the site itself, an actual number of students that it can accommodate is uncertain as classroom student/teacher ratios can vary, as well as building requirements for portable placements. While Carlin C. Coppin did hold close to 600 students in the past, without additional acreage to maintain required field areas and play areas, it is highly likely a maximum capacity would be less. 6-6

On Page 1-10 of the Draft EIR, Footnote 10 refers to capacity at both Lincoln High School and Glen Edwards Middle School. Lincoln High School does have the capacity to serve the students from this development, and as noted in the paragraph prior, both Glen Edwards Middle School 6-7

and Twelve Bridges Middle School have future plans for expansion in order to accommodate student growth within Lincoln.

6-7 (cont.)

WPUSD has some reservations as far as traffic patterns both during and after construction of the project. The area directly across from the front of the school is not scheduled to be constructed until Phase 3. This area has long been used as overflow parking and for pick up and drop off of students. The road itself is narrow but accommodates two way traffic with both cars and busses. Should the roadway be compromised in any manner it can make this process quite difficult during morning and afternoon traffic. We request that construction be phased in a manner in which to allow for unobstructed access to and from the school site. Also, should the School Dedication Alternative go forward, we will need to coordinate with the developer the construction of parking areas in conjunction with home construction. There has been continuing traffic congestion at the intersection of East Avenue and the school frontage road. Additionally, with increased population at the school site and the surrounding area stemming from this project, traffic control will become even more problematic. WPUSD requests that an analysis and/or traffic study of that intersection be completed in order to determine whether a signal here is warranted, along with the appropriate delineated crosswalks. While page 4.5-24 of the Draft EIR contends that there will not be significant impact from the project, anyone driving during peak school hours in this area can tell you that not only is traffic severely congested, but student safety is also a factor. Any additional vehicle traffic at this intersection will be a great impact during student arrival and departure times.

6-8

In closing, we request any EIR for this project to cover the true known and projected impacts of this project on the school district, as well as utilizing the School Dedication Alternative.

Sincerely,

Heather Steer, Facilities Planner
Facilities Department

c: Scott Leaman, Superintendent
Cathy Allen, Assistant Superintendent Facilities and Maintenance
Paul Carras, Board President
Brian Haley, Board Vice President
Kris Wyatt, Board Clerk
Paul Long, Board Member
Damian Armitage, Board Member

LETTER 6: Western Placer Unified School District, Heather Steer

Response to Comment 6-1

The comment states that the project was included in the City's General Plan Update; therefore, it was already approved as a project. While the residential lands uses in the project were assumed as part of the General Plan Update, the Meadowlands project was not approved as part of the General Plan. Therefore, the environmental document for the Meadowlands project is required to comply with CEQA.

Response to Comment 6-2

The comment discusses capacity at existing schools in the district and notes that the project would yield approximately 160 new students to be served by the district. The comment also refers to mitigation in the Draft EIR (see Mitigation Measure PS-2 on page 1-10 of the Draft EIR), which requires the payment of applicable WPUSD fees at the time of building permit issuance, and acknowledges that the District anticipates the fees levied under the current program would be able to fund additional classrooms to serve students generated by the proposed project. The comment also discusses funding options for future capital facilities required throughout the district, explaining that the district expects to have exhausted all of its remaining capital outlay funding to meet the needs of incoming students for the next two school years. The comment states that the Draft EIR "needs to address the uncertainty of future State monies provided to school districts." Potential future shortfalls in State education funding, however, is not an environmental impact caused by the project; therefore, this issue is not addressed in the EIR.

Response to Comment 6-3

The comment discusses the School Dedication Alternative (see Draft EIR pages 6-8 through 6-11), explaining that the district views the alternative as necessary in order to properly serve the project development. The comment states that additional acreage would be essential to incorporate project-generated students into Carlin C. Coppin Elementary School, but the improvements described in the EIR would not meet the needs for the school. Lastly, the comments notes that there will be no construction of any "park" on school grounds, and that the district needs to reserve the right to construct on school grounds as it deems necessary to serve its students. While the Draft EIR characterized some improvements on the school site, these improvements were only intended to be conceptual in nature and were not intended to dictate any ultimate school improvements. Because such improvements are not a part of the project and are speculative at this time, the EIR cannot and is not required to specify any such improvements.

Response to Comment 6-4

The comment notes an existing drainage problem on the southwest portion of the school site and expresses concern that the project could exacerbate this problem, hampering the use of the campus. The project would not result in any drainage problems on the school site. In fact, the change in drainage flows that would be implemented by the project would actually resolve the

current drainage problem on the school site: upon buildout of the project, drainage from the site would be rerouted to the south of the project (as opposed to the north and west as currently exists). See the discussion on Draft EIR pages 2-10 through 2-11 and 4.3-15 through 4.3-17.

Response to Comment 6-5

The comment discusses the potential, if the school dedication alternative does not take place and units are built along the western border of the school property, for drainage alleys between the residential lots to the west of the school site, based upon the district's interpretation of the maps for the proposed project. The comment states that these drainage alleys would not have access to the school, and notes the district's concerns regarding foot traffic and other activities in the drainage alleys and the possible unsightliness of the drainage alleys. The district requests that the drainage alleys be removed. The comment also states that the District requests that parking along C-C Circle is not requested or needed by the District. These requests are noted.]

Response to Comment 6-6

The comment notes that some of the information in the Draft EIR should be updated. Based on the information provided in the comment, the following changes are made to the text in the three paragraphs under Mitigation Measure PS-2 on page 1-9:

> The proposed project is located within the Western Placer Unified School District (WPUSD). WPUSD provides educational services at the following schools: seven ~~six~~ K-5 elementary schools, ~~one K-8 school (in Sheridan),~~ two 6-8 middle schools, one comprehensive 9-12 high school, and one continuation high school.[7]
>
> ~~The District continues to grow as the City adds more residents. The District has planned additional schools including a high school in Twelve Bridges, and a middle school in Lincoln Crossing.~~[8]
>
> The nearest elementary school to the project site is the adjacent Carlin C. Coppin Elementary School. Currently the school is over capacity; however, by utilizing portable units on campus, the school is capable of expanding from its current enrollment of 460 students, but the capacity is dependent upon building requirements for portable classrooms.~~to 600students.~~[9] Glen Edwards Middle School would also serve the residents from the proposed project. The only high school in the City of Lincoln is Lincoln High School.

7 Western Placer Unified School District, *About Our District,* http://www.wpusd.k12.ca.us/school_sites.shtml, accessed December 18, 2006.

8 ~~James McLeod, School Board Member, Western Placer Unified School District, personal communication, August 2007.~~

9 ~~Jay Stewart, Assistant Superintendent of Business and Support Services, WPUSD, personal communication, March 8, 2006.~~

The text in the second full paragraph on page 1-10 of the draft EIR is amended as follows:

> Glen Edwards Middle School and Twelve Bridges Middle School will be expanded to accommodate student growth at these levels. ~~Capacity at Lincoln High School and Glen Edward Middle School would be adequate to serve the proposed project.~~[10]

Response to Comment 6-7

The comment notes that Lincoln High School has capacity to serve additional students and that Glen Edwards Middle School and Twelve Bridges Middle School will be expanded to accommodate student growth. The comment is noted. Please also see the changes in the text described in Response to Comment 6-6.

Response to Comment 6-8

The comment discusses existing traffic patterns and circulation problems related to school access, particularly at East Avenue and the school frontage road. The comment requests that the construction be phased in a manner to allow for unobstructed access to and from the school site and that a signal warrant analysis at the East Avenue/12th Street intersection be conducted. There were no traffic impacts identified in the Draft EIR that could not be reduced to less than significant. As discussed on page 4.5-24 of the Draft EIR, the intersection of East Avenue and 12th Street meets the peak hour signal warrant, but does not meet the safe school pedestrian crossing warrant. Therefore, based on the application of the Manual on Uniform Traffic Control Devices (MUTCD) signal warrants, the installation of a traffic signal at this intersection is not justified at this time. The signal at East Avenue and 12th Street is, however, included in the City's Capital Improvements Program; therefore, the proposed project would be required to pay fair share fees toward this improvement at the time of issuance of building permits.

It should also be noted that the Draft EIR fully discloses existing traffic conditions in the vicinity of the school, including issues related to student safety (see pages 4.5-25 and 4.5-26). As discussed, several, if not all of these issues, would be relieved by implementation of the project. The extension of 12th Street in front of the school would be built to City standards (at least a two lane road, with one travel lane in each direction) and be extended to the west, and connect to a planned extension of 11th Street in the project site, which would provide an alternative way to travel to and from the school. In addition, the two dirt areas that are currently used by some parents to drop off their children would no longer be available, which would prevent the practice of jumping the queue and cutting across the southbound lane of traffic on East Avenue, as currently occurs.

~~10 Jay Stewart, Assistant Superintendent of Business and Support Services, WPUSD, personal communication, March 14, 2006.~~

John Williams
345 M Street
Lincoln, Ca. 95648

City of Lincoln
Development Services Department
600 Sixth Street
Lincoln, Ca. 95648

RE: Meadowlands Subdivision DEIR

ATTN: George Dellwo

The Lincoln Open Space Committee makes the following comments on the Draft Meadowlands Draft Environmental Impact Report.

This Draft EIR is a very readable and informative document. That said, a more comprehensive project description would have answered some of the comments below on how the project would be built and on how the open space, parks, and trails will be financed and maintained. We particularly feel that the alternatives suggested are reasonable to highlight the issues associated with this property. We do, however, have several items of concern that should be discussed in the Final EIR.

Open Space Preserve:

- The General Plan "Wetlands Dedication Policy OSC 5-9" is included on page 4.2-19 of the DEIR. This policy requires dedication of the open space to the City or non-profit or other preservation arrangement. Pursuant to that policy, it would be helpful to know what the developer is proposing on the open space parcel. Are they recommending that it is to be dedicated to the City and whether a landscaping and lighting district is to be established to insure maintenance? If the open space parcel is to be Homeowner owned, then will the land be land monitored by a non-profit like the Wildlife Heritage Foundation? Will an endowment fund be established to fund maintenance or will this be funded through Homeowner fees? The preferred approach should be added as mitigation measure to insure long-term preservation is accomplished. 7-1

- The DEIR references that the City General Plan encourages visual access to creeks and wetlands (LU-12-6). Additional General Plan policies relevant to creeks and marshes were not analyzed in the DEIR (page4.5-9 mentions them). They are: 7-2

- Policy T-5.7

" The City shall encourage the development of trails and pathways along the edges of creeks and wetlands. Where feasible, the trails will be looped and interconnected."

- Policy OSC 7.16

"The City shall develop linear trail parks and trail systems along the City's creeks and wetlands, when such improvements are not prohibited by federal and state regulations."

7-2 (cont.)

State and Federal regulations do not preclude trails in open space parcels, especially on grasslands outside of a marsh. These are matters of negotiation. Unfortunately, many times, the developer's team does these biological studies. City staff is not involved in these discussions with the regulatory agencies and City staff is handed a final agreement without the City being able to defend their plan policies.

With this said, the final EIR should examine the feasibility of a trail/sidewalk that would extend from the small park on the north of the site, along the western edge of the development and the detention basin to end at 9th street. Such a trail/ sidewalk could be built in a manner that minimizes impacts on the open space preserve. This trail would be a real amenity for project residents. The orientation of the planned roadways in the development is east west while the open space parcel runs north south. Mothers pushing strollers, kids on skateboards will always be crossing roadways on the sidewalks east of road I-I. Anyone who has small children will know how difficult it is to train children on the dangers of so many road crossings. This has to be a safety concern. A generalized concept of such a facility is shown on Figure A attached. This should be analyzed in the FEIR to bring the development with the City policies.

- Markham Ravine is one of the major creeks that drain the Lincoln area. It is the prototype of what is described in the General Plan policy (OSC 7.16) quoted above. Portions of this creek currently have trails planned for them in the western part of the City. Ultimately, a public trail along Markham Ravine can and should extend across the city. When the City designs Village II immediately to the north of this site, it will need to consider a connecting trail to this project area along Markham Ravine. The final EIR needs to consider mandating a trail on the north side Markham Ravine in the FEIR OR by adding a mitigation measure for a floating trail easement granted to the City, across the open space parcel outside of Markham Ravine proper. Th easement should be around 20 feet wide to allow for trail construction and maintenance. It should be I permanent easement. See

7-3

alignment could be designed as part of The Village II project. If the General Plan policy about trails along creeks and wetlands were not going to be implemented, this would be a new and significant environmental impact for which a statement of overriding considerations would need to be made.

7-3 (cont.)

- On page 4.2-26 there is a mitigation measure dealing with fencing during construction (4.2-4). There is no mitigation measure calling for a permanent fence to be placed between the development area and potential trail with the open space area. There should be. The fencing at the Auburn Ravine along the single loaded roadway such as found along Green Ravine Drive should be utilized as example of proper interface fencing.

7-4

Other Trail and Transportation Issues

The Meadowlands project wraps around Carlin C. Coppin Elementary School. 9th Street, Easy Street, and the proposed Gladding Parkway will all be pathways to the school. Children may be walking to school; they may be bike riding; they may be skate boarding. Access issues to the school raise safety concerns that need to be resolved in the FEIR. There is an existing Class 1 trail along the west side of East Street. Some of this asphalt trail is of marginal quality. City of Lincoln trail planning is included on a small foldout map published by the City entitled "Regional Parks, Bike Paths Map". A copy is attached as Figure B: it shows an existing bike path along East Street from McBean Park Drive to 9th Street. It shows a proposed Class 1 Bike Path northward from 9th Street to 12th Street. Since this project abuts East Street, how does that proposed bike path relate to the Meadowlands project? Are bike lanes planned for Gladding Parkway? Will the realignment of East Street include a bike path within the boundaries of this project? Will 9th Street be improved and be striped for bicycle use. The transportation section of the DEIR focuses on level of service issues. Unfortunately, the DEIR does not describe the roadway improvements normally required by the City that probably will resolve many of these concerns. A write-up of the improvements being made and road cross sections or schematics in the FEIR should clarify many of these concerns.

7-5

These trail issues need to be addressed in the Final EIR. If these trail issues are not being resolved by standard City requirements then they should have a significant environmental impact and appropriate mitigation measures provided.

7-6

Design Issues

Given the relatively small lot sizes on the proposed lots, will there be restrictions on fencing of front yards? Such restrictions would enhance the vistas of the open space areas and the interior parks. It would also provide a more pleasing project design. A description of the design restrictions could be added to the FEIR.

7-7

Summary

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We are generally pleased with the quality of this EIR. Our comments have focused on open space and trail issues. If you have questions on these issues contact Jim Cutler at 916 253-7437 or myself at 916 390-5111.

Sincerely yours,

John Williams
Chairman, Lincoln Open Space Committee

FIGURE A

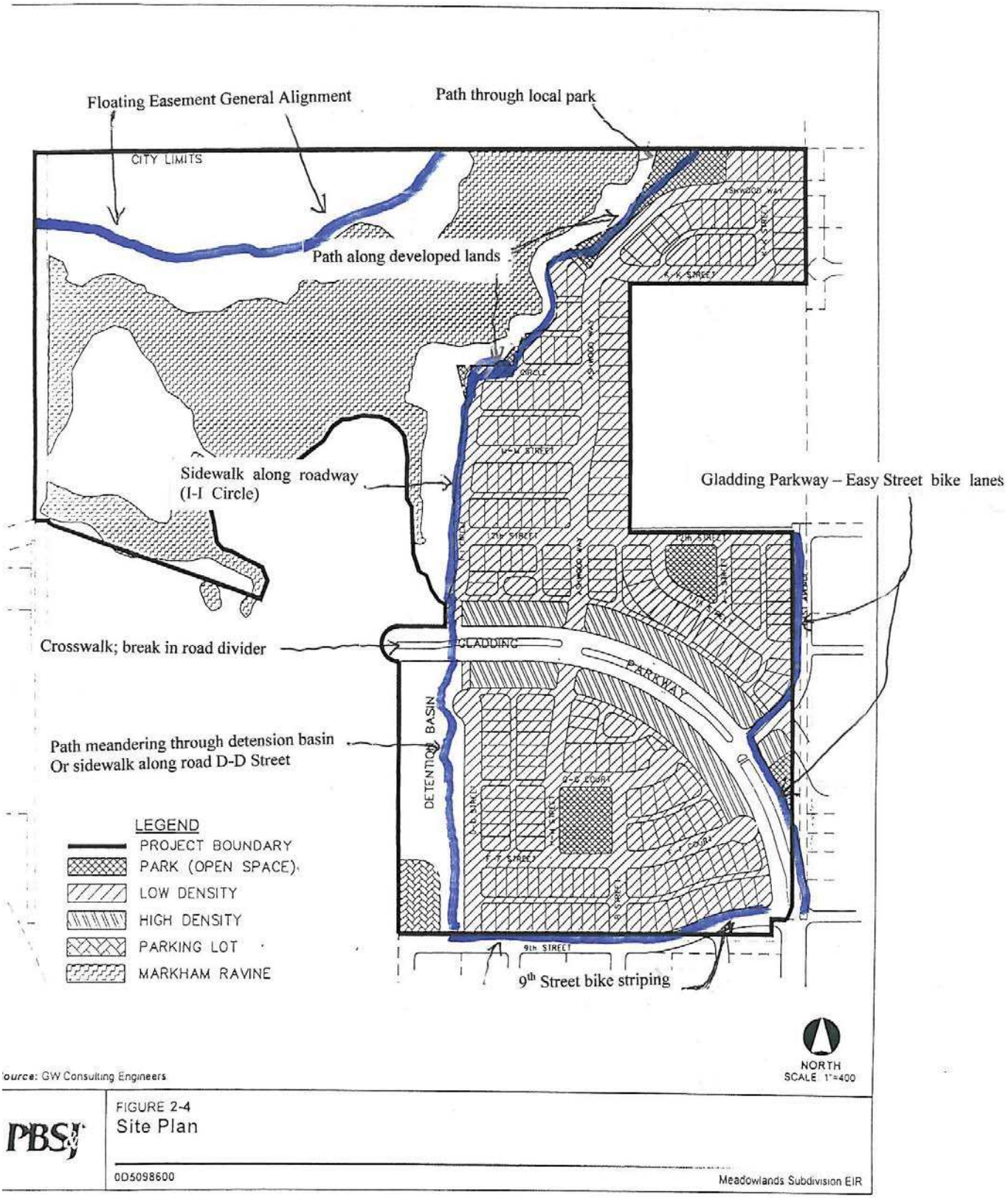

FIGURE 2-4
Site Plan

0D5098600

Meadowlands Subdivision EIR

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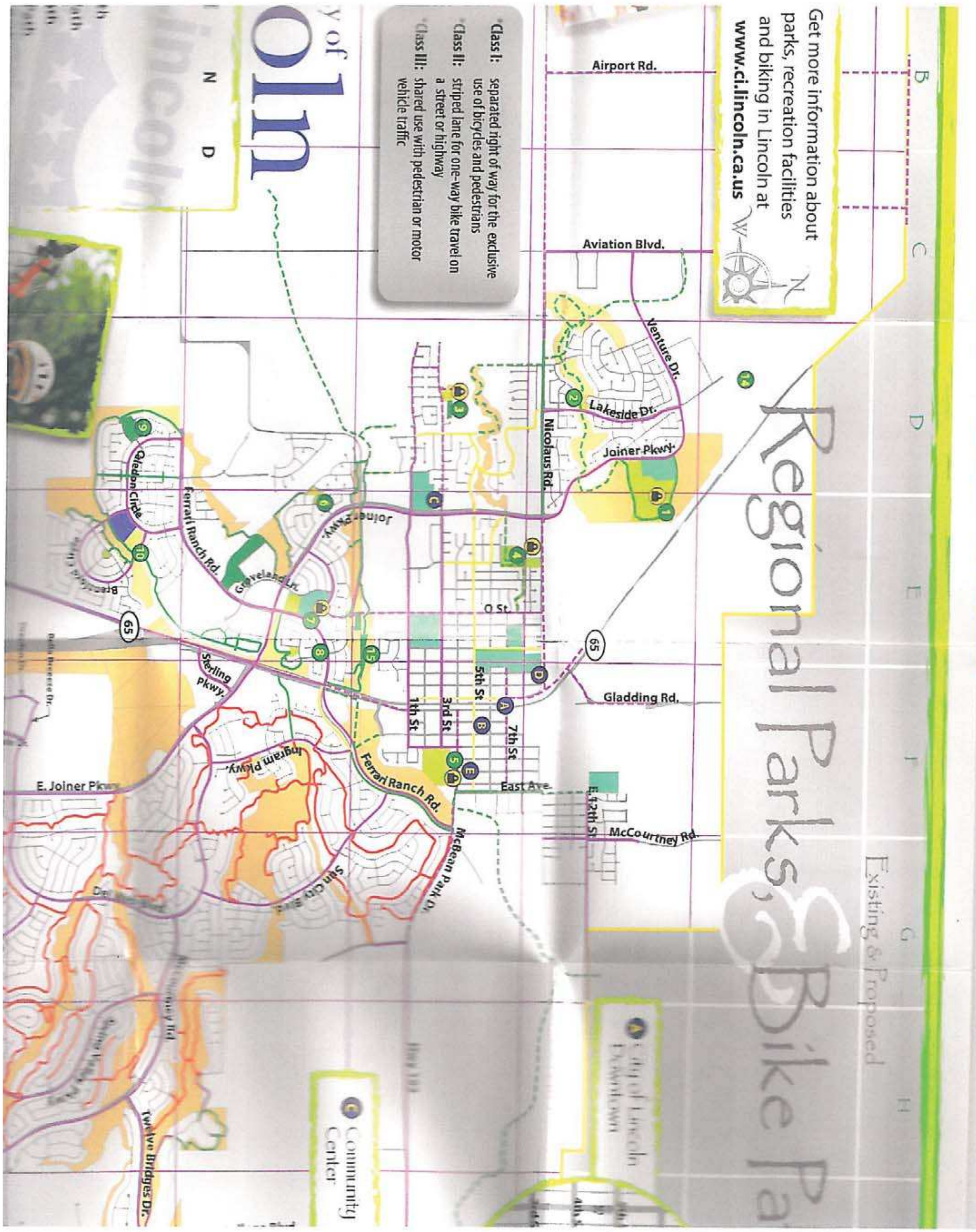
FIGURE B


Get more information about parks, recreation facilities and biking in Lincoln at
www.ci.lincoln.ca.us
Regional Parks & Bike Pa
Existing & Proposed
*Class I: separated right of way for the exclusive use of bicycles and pedestrians
*Class II: striped lane for one-way bike travel on a street or highway
*Class III: shared use with pedestrian or motor vehicle traffic
Airport Rd.
Aviation Blvd.
Venture Dr.
Lakeside Dr.
Joiner Pkwy.
Nicolaus Rd.
O St.
Gladding Rd.
5th St
3rd St
1th St
7th St
East Ave.
E. 12th St
McCourtney Rd.
Ferrari Ranch Rd.
McBean Park Dr.
Sun City Blvd.
Ingram Pkwy.
Sterling Pkwy.
E. Joiner Pkwy.
Groveland Ln.
Caledon Circle
Twelve Bridges Dr.
Community Center

LETTER 7: Lincoln Open Space Committee, John Williams

Response to Comment 7-1

The comment references the General Plan "Wetlands Dedication Policy OSC 5-9," and requests additional information on the long-term funding and management strategy for the open space portions of the project site including addition of the preferred approach as a mitigation measure in the EIR. The park/open space adjacent to the developed portion of the project site along Ashwood Way (see Figure 2-4 on Draft EIR page 2-8) would become part of a Landscaping and Lighting District that would be funded by the future homeowners of the project. The Markham Ravine portion of the open space would be managed in perpetuity under an endowment funded by the project as described in the Draft EIR. The exact amount of the endowment will be determined by the management obligations required under the 404 Permit issued by the U.S. Army Corps of Engineers. The project would be required to comply with the terms of the Permit with regard to long-term maintenance and funding of this portion of the open space.

The following is added to Mitigation Measure 4.2-4(a) on page 4.2-26 of the Draft EIR to ensure management of the mitigation area:

- *The Plan shall include provisions to ensure funding for the perpetual management of the mitigation area through the provision of an endowment.*

Response to Comment 7-2

The comment references the following two General Plan policies that were mentioned but not analyzed in the Draft EIR: (1) that the City shall encourage trails and paths along creeks and wetlands, and (2) that the City shall develop trails along creeks and wetlands. The comment explains that while state and federal regulations do not preclude trails in open space parcels, the City is often precluded in participating in the negotiation for such trails and has no ability to defend its plan policies during development. The comment states that the Final EIR should examine the feasibility of a trail/sidewalk along the western edge of the development, and describes the benefits of putting in such a trail/sidewalk. Lastly, the comment notes that the district's Figure A (a marked-up version of Draft EIR Figure 2-4) includes a generalized concept of a trail or sidewalk and states that the Final EIR should analyze it with regard to the City policies. The listed policies do not require *all* development projects to provide trails and paths; instead the City need only develop trails along some of its creeks and wetlands. Additionally, the project already includes a sidewalk along the wetlands for the western portion of the developed portion of the project site, adjacent to the wetlands feature, as requested in the comment. However, as shown on Draft EIR Figure 2-4,the sidewalk does not encroach upon the wetlands area. Finally, it is anticipated that Markham Ravine would be preserved as mitigation for impacts on the waters of the United States. Any activity proposed within the preserve would need to be approved by the U.S. Army Corps of Engineers. No additional analysis is required.

Response to Comment 7-3

The comment describes Markham Ravine and requests the EIR mandate a trail along the north side of the ravine by adding a mitigation measure for a permanent, floating trail easement of approximately 20 feet granted to the city. The comment provides a concept location in its Figure A (a marked-up version of Draft EIR Figure 2-4), and notes that the final alignment of the easement could be designed as part of The Village II project. Lastly, the comment states that if project will not implement the General Plan policy regarding trails along creeks and wetlands, this would constitute a new and significant environmental impact requiring a statement of overriding considerations. CEQA requires mitigation to be roughly proportional to the impacts of the project (CEQA Guidelines section 15126.4(4)). Mandating a trail in the area proposed by the comment would not be warranted under CEQA, because there is no potentially significant impact that such a trail would mitigate. In fact, such a trail would likely increase the impacts of the project. Because it is anticipated that the Markham Ravine would be preserved as mitigation for impacts on the waters of the United States, any activity proposed within the preserve - including a new trail - would need to be approved by the U.S. Army Corps of Engineers. Further, as discussed in Response to Comment 7-2, the project is not inconsistent with the General Plan trail policies.

Response to Comment 7-4

The comment refers to a temporary fence required in Mitigation Measure 4.2-4 and requests a mitigation measure calling for a permanent fence between the development area and the potential trail proposed by the commenter (see Comment 7-3). As discussed in Response to Comment 7-3, the proposed project does not include a trail and the requirement for such a trail as mitigation would be contrary to CEQA. Similarly, there is no impact identified that such a fence would mitigate and such a mitigation would also conflict with nexus requirements of CEQA.

Response to Comment 7-5

The comment refers to access to the school and notes several improvements for access, including certain trails and bike paths. The comment notes that there are safety concerns related to school access that should be addressed in the Final EIR. Lastly, the comment states that the Draft EIR does not describe roadway improvements normally required by the City that would likely resolve many of the access concerns, and suggests that the Final EIR explain the improvements being made with the appropriate supporting figures or schematics. The Draft EIR sufficiently addresses several existing safety issues associated with school access (see Draft EIR pages 4.5-25 and 4.5-26). Regarding the improvements noted in the comment, these are improvements that would serve existing residents, but would not be required to serve the project. While the project is not required to resolve existing safety issues, several, if not all of these issues, would be relieved by implementation of the project. Please refer to Response to Comment 6-8.

Response to Comment 7-6

The comment again refers to the provision of a trail and states that failure to provide a trail would have a significant impact. The comment, however, does not provide information describing any

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significant effect of the project that is not analyzed in the Draft EIR. Therefore, no additional analysis is warranted.

Response to Comment 7-7

The comment requests restriction on front yard fencing for the project to enhance vistas of open space. Fencing within the project would be required to comply with the City Zoning Ordinance section 18.36.040, which allows fences, hedges, and walls not exceeding 4 feet in height, provided they obtain a city encroachment permit if required by the city engineer. The City typically applies the California Department of Fish and Game condition that there are no abutter's rights from a back yard to an open space area and to guarantee that that doesn't happen, a six-foot-high wrought iron fence is required. This type of fence's open construction allows for visibility into the open space. In other areas, the City will require a post and cable system. However, environmental impacts will not depend on the type of fencing used, and need not be addressed in the EIR.

California Clean Energy Committee

March 28, 2011

Mr. George Dellwo, AICP
Assistant Director of Development Services
City of Lincoln Community Development Department
600 Sixth Street
Lincoln, California 95648

Re: Comments on Draft Environmental Impact Report
Meadowlands Subdivision Project
(SCH # 2006032003)

Dear Mr. Dellwo:

This letter will constitute comments by the California Clean Energy Committee regarding the Draft Environmental Impact Report on the Meadowlands Subdivision Project (EIR).

The California Clean Energy Committee is a California non-profit corporation headquartered in Davis which seeks to promote energy conservation, greenhouse gas reduction, and the development of clean-energy resources in California. It actively supports the application of the California Environmental Quality Act (CEQA) to energy conservation and related impacts.

8-1

Over 30 individuals in the Lincoln area have joined the Committee's campaign to request that the environmental impact report on the Meadowlands Subdivision Project include increased energy conservation.

All notices regarding this project are requested to be sent to 3502 Tanager Avenue, Davis, California 95616-7531. Please feel free to contact the undersigned for additional information.

1. Evaluate and Mitigate the Wasteful, Unnecessary and Inefficient Use of Energy Resources

Energy supplies in the region should be evaluated including means for decreasing reliance on fossil fuels such as coal, natural gas and oil as well as means for increasing reliance on renewable energy sources that are available at the project site, in the region, and across the grid. Feasibility should be considered not only in terms of dollars up-front but also in terms of on-going energy requirements. 8-2

One hundred forty-four homes at Carsten Crossings, a project recently built by Grupe Homes in Rocklin, included on-site solar electricity as a standard feature resulting in up to 50% reduction in homeowner electric bills. (Appendix 3.) Lennar's Wayfarer master planned community in Roseville incorporates on-site solar photovoltaic systems allowing homes to generate up to 60 percent of total household energy needs. (Appendix 10.) The Wisteria project by Christopherson Homes in Rocklin includes solar systems producing 2.4 kW of electricity using building-integrated modules. (Appendix 11.)

Other developers have gone further. Clarum Homes developed California's largest zero-energy home community—Vista Montana—designed to use almost zero net electricity over the course of a year. Vista Montana consisted of 257 solar-powered single-family and townhomes. Says John Suppes, vice president, Clarum Homes,

> We have shifted our entire company mission and business plan to building nothing other than Zero Energy Homes from this point forward.

(Appendix 12.)

The Building Industry Research Alliance has highlighted the Sonata project by Seastar Communities. Sonata is a zero-energy neighborhood comprised of 84 single-family-homes in Redding, California. (Appendix 13.) Premier Oaks has opened its second zero energy community in Roseville. Each home features a 2 kW solar power system and a tankless water heater. (Appendix 14.)

Similarly, a considerable shift toward renewable energy resources can be achieved by implementing robust rooftop solar energy as a standard feature for every home in the Meadowlands project. Rooftop solar would help mitigate the significant and unmitigated climate change impacts identified in the EIR, and it would reduce energy impacts. Solar water heating should also be adopted as a standard energy efficiency feature. Energy storage should be implemented by wiring for the convenient on-site recharging of electric vehicles and plug-in-hybrid electric vehicles off the photovoltaic power. Smart grid features should be evaluated such as allowing PHEV to feed power back to the grid at times when wholesale electric prices peak. (Appendix 32; Appendix 33; Appendix 34; Appendix 36.) 8-3

The EIR should provide a careful evaluation supported by substantial evidence as to whether Meadowlands can feasibly become a zero energy subdivision or approach that goal. The analysis should include a comprehensive analysis of energy resources and energy efficiency. If there are insurmountable obstacles making it infeasible to obtain net zero, those obstacles should be clearly explained and fully supported.

Standardizing solar avoids retrofitting costs consumers experience when adding solar to an existing home. It is more efficient to design and install solar at the initial construction. The EIR should consider the impacts and costs imposed on homeowners of requiring retrofitting to obtain solar as opposed to building solar into homes on initial construction.

8-3 (cont.)

The Lincoln General Plan provides that the city shall support the use of renewable energy sources, such as solar, in residential developments. (Appendix 6 at 6-9, 7-3.) The EIR should evaluate the proper orientation of the site plan for solar. The current design does not reflect an orientation of the sites to maximize solar. Impacts on each of the other factors listed in general plan Goal OSC-3 should also be considered in the EIR. (Appendix 6 at 7-4.)

Deferring the resolution of energy conservation issues until a later date deprives the public and decision makers of an important opportunity to understand and comment on energy issues and to have energy efficiency fully explored through the CEQA process. (EIR at 4.7-24.)

8-4

The potentially significant energy conservation impacts of the project cannot be evaluated by simply considering whether there are adequate electric and natural gas supplies and transmission facilities. (EIR at 4.6-24.) A conclusion that there is sufficient electric and natural gas capacity that can be drawn from local utilities does not mean that there is no significant energy impact from the project. The EIR should evaluate whether energy is being used in a wise and efficient manner. Potentially significant energy impacts occur where energy is not wisely and efficiently used. A design that uses energy in a wise and efficient manner would take full advantage of energy efficiency and feasible sources of alternative energy.

2. Evaluate Land Use Decisions for Impacts on Energy, Climate Change, and Transportation Infrastructure

It is now widely recognized that land use decisions have considerable impact on energy conservation and VMT due to their influence on the mode of transportation favored by residents and on the amount of transportation necessary to serve residents. Where project residents have little choice to driving for their transportation needs, the project is considered auto-dependent.

8-5

Since auto-dependent development has a significantly greater environmental impact in terms of energy consumption, climate change, and transportation infrastructure, such

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projects must be evaluated by the local agency for their impacts in those areas. As the California Energy Commission has noted,

> Although land use decisions are made on the local level, they often have statewide implications by directly influencing consumer transportation choices, energy consumption, and greenhouse gas emissions. The *2006 Integrated Energy Policy Report Update* stated that the single largest opportunity to help California meet its statewide energy and climate change goals resides with smart growth—development that revitalizes central cities and older suburbs, supports and enhances public transit, promotes walking and bicycling, and preserves open spaces and agricultural lands. The *2007 Integrated Energy Policy Report* further noted that to reduce greenhouse gas emissions, California must begin reversing the current 2 percent annual growth rate of vehicle miles traveled.

(Appendix 20 at 15.)

8-5 (cont.)

The land use policies in City of Lincoln General Plan follow the same pattern calling for mixed-use development, transportation choices, and compact development patterns. (Appendix 6 at 4-11.) At the regional level, the SACOG Blueprint calls for transportation choices, mixed use development, and compact development. (Appendix 8.) At the state level, the California Air Resources Board AB 32 Scoping Plan calls for a combination of land use and transit policies to achieve a 4% per year reduction in per capita VMT. (Appendix 15 at 50.) In 2008 the state Legislature passed SB 375, which will require regions to integrate development patterns and transportation networks to reduce greenhouse gas emissions. (Appendix 15 at 47.)

The EIR should fully evaluate the impact of the proposed land use configuration on transportation infrastructure and related impacts to energy conservation and GHG emissions. VMT is the primary dependent variable. The EIR incorrectly concludes that it is not possible to evaluate VMT for the project asserting that it is "impossible to know" whether residents in the project would have longer or shorter commutes or whether they would use public transit more or whether their overall driving habits would result in higher VMT. (EIR at 4.7-22.)

In fact SACOG and other MPOs throughout California have been quite active for several years evaluating the impacts of land use decisions on VMT. VMT for land use decisions is regularly evaluated using travel demand models that are sensitive to the built environment. These models are able to consider variables such as density, diversity, design, and destinations—commonly referred to as the "4Ds."

8-6

SACOG currently maintains two travel modeling systems with this capability. (Appendix 5.) Another example is Yolo County, which has adopted Transportation Impact Study

Guidelines that expressly require VMT analysis in traffic impact studies. (Appendix 16 at 29.)

Using modeling tools of this sort, SACOG has developed VMT reduction targets for Lincoln and published a preferred development scenario for Lincoln. The preferred scenario anticipates reducing household VMT in Lincoln from a base case of 57.2 miles per day down to 35.4 miles per day. (Appendix 4.) The EIR should analyze and adopt feasible measures to conserve energy and mitigate GHG impacts. The SACOG preferred scenario provides a marker demonstrating a feasible level of conservation that could be achieved. 8-6 (cont.)

Another important metric of auto-dependency that the City of Lincoln and SACOG have highlighted is the jobs-housing balance. The City of Lincoln General Plan requires the city to consider the effect of land use proposals on the jobs-housing balance. (Appendix 6 at 4-16.) Similarly, the SACOG Blueprint preferred scenario anticipates that Lincoln will grow with a good balance of jobs and housing. (Appendix 4.) The EIR should evaluate the cumulative impact of the project on the jobs-housing balance in order to minimize project impacts on energy conservation, GHG emissions, and transportation infrastructure. 8-7

Policy LU-1.1 of the Lincoln General Plan requires the city to promote the efficient use of larger vacant parcels by encouraging mixed used development. (Appendix 6 at 4-11.) The Meadowlands project could provide northeast Lincoln with neighborhood commercial or a village square. A village square can provide a combination of services and amenities encouraging residents in the project to live, work and play in the neighborhood, rather than depending on their cars in all cases. Potential uses would include day care, hair salon, gym, instant teller, real estate, insurance, recycling center, coffee shop, learning companies, small restaurant with sidewalk dining adjacent to the wetlands area, sports fields, senior facilities, community pool, community meeting room, youth activities center, copy shop, leased office space, medical offices, etc. 8-8

The EIR should also consider the sprawl impacts of the detention basin. The EIR does not recognize that the project contributes to sprawl by committing considerable valuable land to a detention basin. Large areas of essentially "dead space" that neither compliment planned open space nor serve other uses conflict with General Plan Policy LU-1.8, which requires the city to promote compact development. (Appendix 6 at 4-11.) Sprawl impacts contributes to VMT, energy inefficiency, and the adverse health impacts of auto-dependency. 8-9

Potential mitigation would be dual-use of the detention area. Potential opportunities would include using the basin as a soccer field, as wetland habitat, or as a biking area. Relocation of the detention basin should be considered to integrate the basin into the design in connection with a village square or open space or to provide recreational and educational opportunities for Coppin Elementary.

The project applicant should be offered some incentive for more efficient use of this land, e.g., parkland credit, density bonus, reduced fees, etc. The retention basin constitutes a potential amenity for residents and for Coppin Elementary. 8-9 (cont.)

The EIR should consider the impact of dewatering the wetlands by diverting storm water that now drains into Markham Ravine into the retention basin. (EIR at 2-5; 2-10.) 8-10

The EIR should consider the incorporation of medium-density residential into the project. The General Plan requires the city to promote development patterns that are more compact and that use space in an efficient but aesthetic manner to promote more walking, biking and use of public transit. (Appendix 6 at 4-11.) 8-11

3. Evaluate and Implement Feasible Alternative Transportation for Impacts on Energy, Climate Change, and Transportation Infrastructure

The EIR concludes that no evaluation of alternative transportation is necessary because the project will comply with the city's alternative transportation policy. (EIR at 1-12.) However, it is widely recognized that the implementation of alternative transportation, or conversely the implementation of auto-dependent development, results in impacts to transportation infrastructure, climate change, human health, and energy use. Without an analysis of alternative transportation, it cannot be determined whether the project is implementing feasible steps to conserve energy, reduce impacts to transportation infrastructure, and to reduce GHG emissions. 8-12

The Lincoln General Plan recognizes the importance of alternative transportation. Policy ED-6.7 specifically calls for encouraging the use of bicycles and neighborhood electric vehicles in connection with downtown infill projects. (Appendix 6 at 3-5.) Goal T-4 calls on the city to provide and maintain viable alternate modes of transportation for the community that will relieve congestion and improve environmental conditions. And Goal T-5 calls on the city to provide an interconnected system of bikeways that would provide users with direct linkages at the city and regional level. The General Plan includes numerous policies to implement these goals including specific requirements to minimize conflicts with vehicles and pedestrians and to connect residential areas with commercial, shopping and employment centers. (Appendix 6 at 5-6.) The city is to encourage trails and pathways along wetland areas and to interconnect trails where feasible. (Appendix 6 at 5-7.)

These goals and policies signal potential environmental impacts that can occur when new development goes forward focused on traffic congestion and paying little attention to alternative modes. Energy is wasted, GHG emissions are not mitigated, human health and safety impacts are overlooked, facilities for alternative modes are not implemented, and travel by alternative mode is discouraged. Decision-makers should be apprised of how alternatives modes of transportation will be affected by the project and how the policies of the general plan will be implemented. The proposed project would generate 8-13

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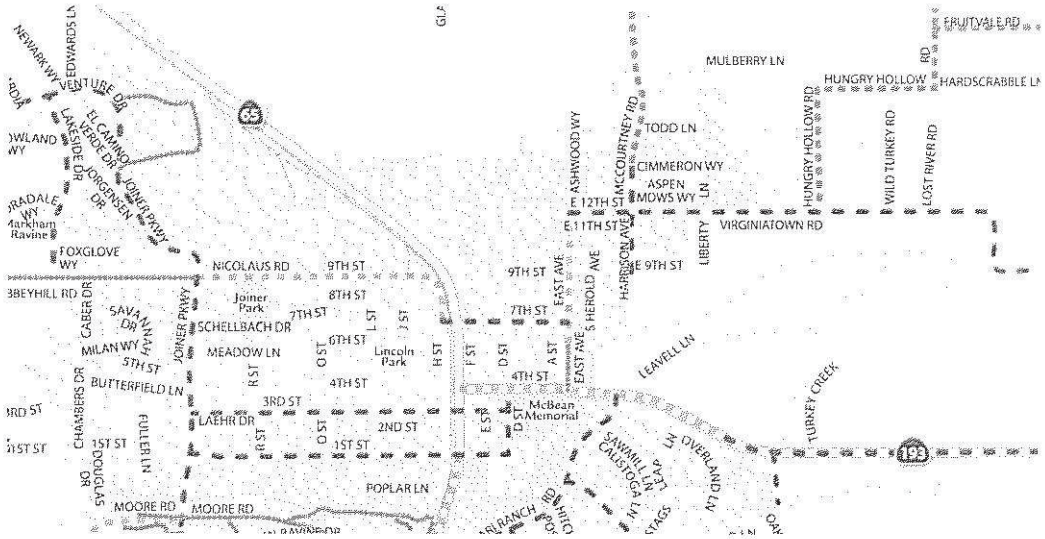
new traffic, and at least three intersections would operate at level of service D or worse. (EIR at 4.1-18.)

8-13 (cont.)

For example, the Placer County Bike Plan calls for a four-foot wide signed and striped shoulder designated for bike use along Virginatown Road and along Seventh Street to connect with Nicolaus Road. (Appendix 25.) The City of Lincoln Pathway Master Plan is inconsistent calling for a Class I bike path along East Avenue. (Appendix 26.) Gladding Parkway and the open space needs to be worked into these plans.



8-14

Attention should be paid to increases in pedestrian/bicycle crossing times and the potential for vehicle and pedestrian/bicycle conflicts within the same geographic scope as automobile issues are considered. The EIR should consider how the increased traffic volumes resulting in the project area will impact safe routes to school for children attending Coppin Elementary and mitigate for those impacts. (Appendix 29.) As drafted the EIR only looks at traffic impacts on cyclists and pedestrians in front of the school. (EIR at 4.5-26.)

8-15

Consideration should also be given to how the project affects accessibility between each travel mode and the surrounding land uses including transit. It appears that the project does nothing to provide convenient transit access to residents. (EIR at 4.5-5.)`

Mode split should be established for the specific plan area as a part of the traffic study. The EIR should take advantage of new tools such as the NCHRP 3-70 Multimodal Level of Service Analysis for Urban Streets. (Appendix 7.) Travel time for each mode between the project and surrounding land uses can be used to gauge the degree of accessibility.

8-16

Tools such as Walk Score can be used to gauge the project's impact on walking.

> Walkability is defined by the Walk Score algorithm (www.walkscore.com), which works by calculating the closest amenities – restaurants, coffee shops, schools, parks, stores, libraries, etc. – to any U.S. address. The algo-

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rithm then assigns a "Walk Score" from 0-100, with 100 being the most walkable and 0 being totally car-dependent. Walk Scores of 70+ indicate neighborhoods where it's possible to get by without a car.

By the Walk Score measure, walkability is a direct function of how many destinations are located within a short distance (generally between one-quarter mile and one mile of a home). The study found that in the typical metropolitan area, a one-point increase in Walk Score was associated with an increase in value ranging from $700 to $3,000 depending on the market. The gains were larger in denser, urban areas like Chicago and San Francisco and smaller in less dense markets like Tucson and Fresno.

"These findings are significant for policy makers," said Carol Coletta, President and CEO of CEOs for Cities, which commissioned the research. "They tell us that if urban leaders are intentional about developing and redeveloping their cities to make them more walkable, it will not only enhance the local tax base but will also contribute to individual wealth by increasing the value of what is, for most people, their biggest asset."

8-16 (cont.)

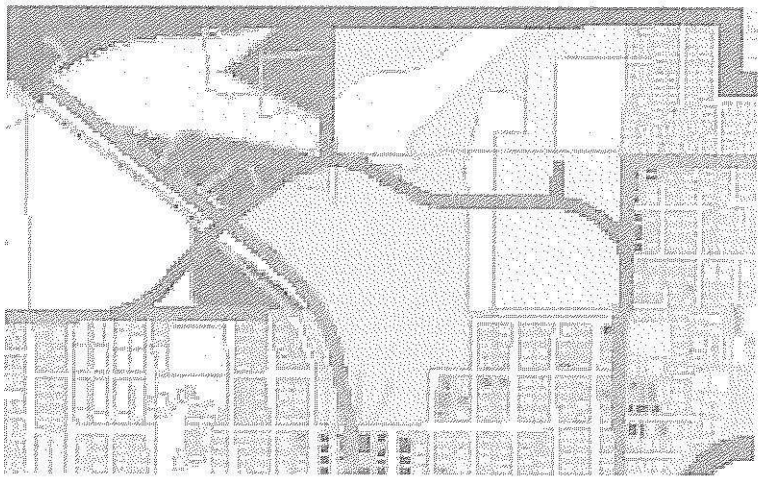
(Appendix 27.)

The EIR should address safety and health impacts of increased reliance on automobile travel. Walkable communities provide health benefits to the public. (Appendix 30.)

8-17

4. Gladding Parkway Extension

The EIR should consider that the project applicant, Pacific Coast Building Products, is also the owner of Gladding McBean, a industrial facility which occupies a large property on the east border of the project site. Gladding will use a portion of the project site as a parking facility for its industrial site.



The Lincoln General Plan calls for extending Gladding Parkway through the applicant's industrial site and connecting to Nicolaus Road. The Lincoln General Plan calls for the dedication by affected property owners of rights-of-way for all streets as a part of the project approval process. (Appendix 6 at 5-4.)

8-18

950

With this project, the city may require the dedication and potentially improvement of Gladding Parkway to connect with Gladding Road in order to maintain circulation consistent with the general plan and to provide circulation improvements required by the project. The EIR notes that a separate environmental review was done for the extension. (EIR at 2-5.)

8-18 (cont.)

5. Errors in GHG Analysis

Table 4.7-2 of the EIR misstates the California statewide target for 2050 as "80% of 1990 levels." The statewide target is "80 percent reduction of greenhouse gases from 1990 levels by 2050." (Appendix 15 at ES-2.)

As a result the table erroneously concludes that the statewide GHG target for 2050 is 5.7 metric tons of CO2e per capita. This is an overstatement of the per capita statewide target by approximately 395%. The statewide per capita emissions target for 2050 should be calculated as follows:

8-19

Metric Tons CO2e 1990	427,000,000
80% Reduction	-341,600,000
Statewide 2050 Target	85,400,000
Projected 2050 Population	59,507,876
Per Capita Statewide Target	1.44

6. Consider Integration Between the Project and Markham Ravine

The General Plan requires the project to emphasize the natural features as the visual framework for the development. The natural features of the project are primarily the Markham Ravine wetlands habitat area. The project should be designed so as to emphasize the wetlands habitat as the visual framework for the development. The edge between the development and the wetlands area should be a gradual transition between urban uses and open space. (Appendix 6 at 4-18.) The project should be designed to enhance the views of open space. The creek and wetland edges should be incorporated into the site planning. The project should provide pedestrian and bicycle access to the open space area. (Appendix 6 at 4-20.) The General Plan requires buffer areas between development and significant watercourses, riparian vegetation, and wetlands. (Appendix 6 at 4-11.) The EIR should consider these impacts. As designed, the project entails and abrupt transition from paved street to open space and does not integrate the development into the open-space viewscape.

8-20

7. Solid Waste

Solid waste impacts from the design and construction of the project should be evaluated to minimize cumulative solid-waste and sludge impacts. Construction rubbish can include lumber, drywall, metals, masonry, carpet, cardboard, etc. Operation of the project will result in considerable additional solid waste and sludge. Construction materials should be used that contain the maximum recycled content.

The EIR should address how solid waste and sludge generated from the operation of the project will be stored, sorted, processed, and disposed of. Sustainable ways of disposing of solid waste and sludge should be incorporated into the design of the project or addressed through local or regional programs. Residents should have a convenient and environmentally-sound ways to dispose of solid waste. Effective methods for recycling should be evaluated separately for multi-family and single-family dwellings.

8-21

The EIR analysis of solid waste impacts is limited to the question of whether the Western Regional Sanitary Landfill has sufficient permitted capacity for the additional waste created by the project. (EIR at 1-12.) However, it is recognized that the environmental impacts of landfilling refuse and sludge go beyond the potential to exhaust permitted landfill capacity.

> Under its Strategic Directive 6.1, CalRecycle seeks to reduce by 50 percent the amount of organic waste disposed in the state's landfills by 2020. In addition to helping conserve limited landfill capacity, this CalRecycle policy recognizes that organic wastes are a resource, not just solid wastes that must be disposed. Organic wastes have an energy value that can be captured and utilized and are also a necessary component of compost, soil amendments, and other useful products. Directive 6.1 also encompasses one of CalRecycle's actions to help California significantly reduce its generation of greenhouse gases. Under the State's Climate Change Scoping Plan (CARB, 2008), CalRecycle is responsible for taking actions to reduce the emission of methane, a potent greenhouse gas, from landfills. Anaerobic digestion facilities utilize organic wastes as a feedstock from which to produce biogas (which is captured and contains a high percentage of methane). Typically the methane gas produced by the anaerobic digestion process is converted to liquiefied natural gas (LNG), compressed natural gas (CNG), or electricity (using internal combustion engines or fuel cells) for on-site energy needs and export to the energy grid (CARB, 2008). . . .

8-22

(Appendix 35.)

The proposed project will clearly generate a considerable stream of organic material and other recyclables such as plastic, paper, and metals. Landfilling these wastes constitutes a waste of energy and other commodities and contributes to GHG emissions.

952

The EIR should breakdown the projected waste stream of the construction and of the operation of the project by material type and evaluate whether there is a potential impact from landfilling those materials and, if so, consider feasible mitigation. To the extent feasible the project should not generate and landfill organic materials or other recyclable materials. (Appendix 18.) The EIR should identify what options residents will have for household recycling and how construction recycling will be enforced. Mitigation for solid waste should potentially include a neighborhood recycling center at a convenient location. (Appendix 17, Appendix 19) The GHG emissions identified in the EIR from solid waste should be mitigated. (EIR at 4.7-21.) 8-23

8. Alternatives

The alternatives analysis concludes that only one of the alternatives discussed is potentially feasible. The no project alternative does not achieve any project objectives. (EIR at 6-5.) The Reduced Density Alternative would not meet a majority of the project objectives and is not economically viable. (EIR at 6-8.)

The School Dedication Alternative involves dedicating 2.3 acres for parking to Coppin Elementary. No qualitative improvement in the project design would be involved. Eleven fewer single family residences would be constructed, a 5.25% reduction. The impacts on a per capita basis would be unchanged. The EIR should consider a reasonable range of feasible alternatives as discussed above. 8-24

The EIR should consider a compact development alternative. This would evaluate whether it is possible to develop the site using higher densities, a mix of uses, flexible approaches to parking, pedestrian, bicycle, and transit friendly designs.

The EIR should consider connecting Coppin Elementary and/or the residential development with the planned open space through a combination of visual corridor planning, residential orientation, shifting development to medium density on the southern portion of the site, and limiting the extent to which the open space is isolated from the development.

The General Plan requires the city to promote development that enhances the positive spatial attributes of open spaces and that provide an identity to neighborhoods and result in the creation of diverse and distinctive places. The city is required to emphasize natural features as the visual framework for new development. (Appendix 6 at 4-18.)

Respectfully submitted,

Eugene S. Wilson

APPENDICES

Appendix 1	U.S. EPA, Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks (April, 2000).
Appendix 2	U.S. EPA, Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle (February, 2005).
Appendix 3	California Energy Commission, New Solar Homes Partnership: Home Builder's Case Study.
Appendix 4	Sacramento Council of Governments, Lincoln Blueprint Scenario Statistics.
Appendix 5	Sacramento Council of Governments, Travel Model.
Appendix 6	City of Lincoln, City of Lincoln General Plan (March, 2008).
Appendix 7	National Transportation Research Board, NCHRP Report 616: Multimodal Level of Service Analysis for Urban Streets
Appendix 8	Sacramento Council of Governments, Discussion Draft Blueprint Preferred Scenario for 2050 Map and Growth Principles.
Appendix 9	Environment California, Solar Home Developments: Existing and/or Under Construction.
Appendix 10	California Energy Commission, Home Builder's Case Study: Laureate, Ironcrest and Wayfarer - Roseville, CA.
Appendix 11	California Energy Commission, Home Builder's Case Study: Wisteria - Rocklin, CA.
Appendix 12	U.S. Department of Energy, Vista Montana, Watsonville, California - Moving Toward Zero Energy Homes.
Appendix 13	Building Industry Research Alliance, Seastar Communities: Sonata.
Appendix 14	U.S. Department of Energy, Premier Oaks - Roseville, California.
Appendix 15	California Air Resources Board, Scoping Plan.
Appendix 16	Yolo County, Transportation Impact Study Guidelines.
Appendix 17	Yuba Sutter Recycles, Recycling Centers.

Appendix 18 CalRecycle, Organic Materials Management.

Appendix 19 CalRecycle, Starting a Recycling Business.

Appendix 20 California Energy Commission, 2009 Integrated Energy Policy Report (Dec., 2009).

Appendix 21 Dakin, B. et al., Zero Energy Communities: UC Davis' West Village Community.

Appendix 22 Woody, T., Now, Starter Homes Boast Solar Arrays, New York Times (Mar. 24, 2011.)

Appendix 23 Handy, S., Smart Growth and the Transportation-Land Use Connection: What Does the Research Tell Us? (2005)).

Appendix 24 Gladding McBean, About Us.

Appendix 25 Placer County Transportation Planning Agency, 2011 Placer County Bike Map - Western Placer County.

Appendix 26 City of Lincoln, Pathway Master Plan.

Appendix 27 Cortright, J., Walking the Walk (Aug. 2009).

Appendix 28 Kelly, J. et al., Mesa del Sol: A Path to Perfect Power (Dec., 2007).

Appendix 29 Urban Land Institute, Land Use and Driving: The Role Compact Development an Play in Reducing Greenhouse Gas Emissions (2010).

Appendix 30 Urban Land Institute, SB 375 Impact Analysis Report (June, 2010).

Appendix 31 Copeland, L., City's Design, Transit System Can Ease Gas Costs.

Appendix 32 Yeager, K., Plug-In Hybrid Electric Vehicles: Electricity in the Driver's Seat.

Appendix 33 Galvin Electricity Initiative, What Are Smart Microgrids?.

Appendix 34 Galvin Electricity Initiative, Understanding Microgrids.

Appendix 35 California Department of Resources, Recycling and Recovery, Statewide Anaerobic Digester Facilities for the Treatment of Municipal Organic Solid Waste (Feb., 2011).

Appendix 36 LaMonica, Martin, GE: Smart Grid Yields Net-Zero Energy Home.

Petition for Energy Efficient Design
Meadowlands Subdivision Draft EIR

Page 1 of ______

We, the undersigned, support the effort of the California Clean Energy Committee that City of Lincoln require robust energy conservation and environmental stewardship in the Meadowlands Subdivision Environmental Impact Report and project design:

Name	Address	Email
Marcus Beck Date: 3/25/2011	1610 Delta Lime Ln Lincoln	Marcus1610@Yahoo.com
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Troy McConnell Date: 3-25-2011	1400 Bella Lincoln Ca	None
Date: [illegible] Edwards	2088 Monument	
Barbara Odone 3/25/11 Date:	380 Lilypond Lane Lincoln, CA	None
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Linnea Pickens Date: 3-25-11		
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Petition for Energy Efficient Design
Meadowlands Subdivision Draft EIR

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We, the undersigned, support the effort of the California Clean Energy Committee that City of Lincoln require robust energy conservation and environmental stewardship in the Meadowlands Subdivision Environmental Impact Report and project design:

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Robert Spencer Date: 3-25-11	602 HANSEN PL LINCOLN	NA
Mercedes Dam Date: 3-25-11	600 Blossom Lane Lincoln	—
[illegible] Date: 3-25-11	944 Gold Nugget Cir Lincoln	
Marsha Jacobs Date: 3/25/11	2077 Fallen Leaf Ln Lincoln	—
Ray V. Monfes Date: 3-25-11	2178 WALDEN VIEW LN LINCOLN CA 95648	
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Petition for Energy Efficient Design Meadowlands Subdivision Draft EIR

Page 3 of _____

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Lonnie Brown Date: 3/28/11	715 Stonewood Rd Newcastle, CA 95658	lonc@unwo@sbcglobal.net
Morrow Moore Date: 3/28/11	2430 Hidden Hills Lincoln CA 95648	—
[signature] Date: 3/28/11	734 Farrington Ln Lincoln 95648.	—
Carol Engstrom Date: 3-28-11	1900 Stanwick Lincoln 95648	—
Barbara Calhoon Date: 3/28/11	815 El Capitan Court	—

Petition for Energy Efficient Design Meadowlands Subdivision Draft EIR

Page 4 of _____

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Sal Caruso Date: 3/25/11	1790 Grand Pheasant Land. Lincoln 95648	—
Margaret Alongi Date: 3/25/11	2149 Sutter View Dr. Lincoln, CA 95648	—
EUGENE LANT 3-28-11 Date:	250 GOLDEY CT LINCOLN	—
3-28-11 Date: Danelle Thom	745 B St Lincoln, CA	—
3-28-2011 Date: Dia Goode	450 Fowler Rd Newcastle, CA 95658	
3-28-2011 PATRICE J LUCERO Date: Patrice J Lucero	1951 Quail Rd Newcastle, CA 95658	
3-28-2011 DAVID KAUFFMAN Date:	2024 GATEHOUSE LN LINCOLN CA 95648	—

Petition for Energy Efficient Design Meadowlands Subdivision Draft EIR

Page 5 of _____

We, the undersigned, support the effort of the California Clean Energy Committee that City of Lincoln require robust energy conservation and environmental stewardship in the Meadowlands Subdivision Environmental Impact Report and project design:

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Rhonda Kilgore Date: 3-28	1248 Hillwood Loop Lincoln - CA	—
VERONICA MELGOZA Date: 3/28/11	2691 SOUTHCREEK DR. LINCOLN, CA.	—
Date:		
Date:		
Date:		
Date:		
Date:		

LETTER 8: California Clean Energy Committee, Eugene S. Wilson

Response to Comment 8-1

The comment describes the commenter's organization. No response is required.

Response to Comment 8-2

The comment states that energy supplies in the region should be evaluated, including means for decreasing reliance on fossil fuels. The comment also provides examples of other projects that include alternative energy components, such as on-site solar, or designs for zero-energy homes. While the projects noted in the comment are good examples of energy efficient development, the City only encourages solar devices (see General Plan policies PFS-6.3, OSC-3.7, OSC-3.8, OSC-3.12, OSC-3.13, and OSC-3.14 on Draft EIR page 4.7-15), but does not require their inclusion. Nonetheless, the proposed project site plan includes site orientation to take advantage of solar power opportunities. Regarding a regional energy analysis including determination of a means to reduce reliance on fossil fuels, the City of Lincoln has no control over the sources of power used in the region, and such an analysis is beyond the scope of the Meadowlands EIR.

Response to Comment 8-3

The comment recommends the project provide rooftop solar and solar water heating as standard features for the homes in the project. The comment also requests that the EIR evaluate the feasibility of achieving a net zero energy project and the impacts and costs of retrofitting for solar. The project's orientation is suitable for installation of solar if homeowners choose to install it. However, as noted above, the City does not require the provision of solar for new development. Regarding a zero energy subdivision, there is no requirement that development projects achieve such a goal. It should be noted that the EIR does provide mitigation measures that would result in reductions in energy demand for the project, including a requirement for energy efficiency 15% greater than required by Title 24, LED street lights, energy-efficient light fixtures in homes, and the inclusion of an NEV route through the subdivision. (See Draft EIR pages 4.7-24 through 4.7-25). Costs associated with retrofits are not considered a CEQA issue and, therefore, need not be evaluated in the EIR.

Response to Comment 8-4

The comment states the project does not reflect an orientation to maximize solar, and that deferring the resolution of energy issues deprives the public the ability to comment. The comment also notes that the EIR should address impacts on each of the other factors listed in General Plan Goal OSC-3 and should evaluate whether energy is being used in a wise and efficient manner. Regarding solar orientation, the majority of the lots in the project site are orientated to allow for a south facing roof, which is the optimal orientation for solar in the northern hemisphere. Other lots, which are oriented to conform to the shape of the project site, would allow for orientation that is near a southern exposure. The statement that the project defers discussion of energy issues is incorrect: the energy efficiency of the project is considered in the EIR. The project includes features to reduce the

project's energy demand, as discussed in Response to Comment 8-3, and the EIR includes mitigation measures that require the project to exceed the regulatory energy efficiency requirements. The absence of a discussion regarding zero energy projects, which is not required on the state or local level and need not be included in an EIR, does not constitute deferral. Similarly, as the project would be required to achieve energy efficiency that exceeds current standards, it is incorrect to state that the project would result in unwise or inefficient use of energy, as stated in the comment.

Response to Comment 8-5

The comment states that land use decisions have a considerable impact on energy resources and includes a quote from the California Energy Commission supporting this statement. The comment goes on to reference land use policies in the Lincoln General Plan that call for mixed-use development, transportation choices, and compact development. The comment then requests the EIR evaluate the impact of the proposed land uses and whether the proposed project would generate higher vehicle miles traveled (VMT). The comment also contends that the EIR states it is not possible to calculate VMT for the project. That is not what is stated in the EIR. Page 4.7-22 of the Draft EIR states that VMT for the future residents of the project *relative to their current place of residence* cannot be determined. Regarding whether this project would result in higher or lower VMT, the residential land use on the project is the same as that included in the Lincoln General Plan. Because the Markham Ravine portion of the site contains wetlands resources, the Industrial-designated portion of the site is proposed to be preserved in open space. While this change in land use would alter the trip distribution of the project, as well as the VMT, the conservation of the significant aquatic resources on the project site is one of the objectives of the project and the City and helps ensure that environmental impacts of the project are less than significant.

Response to Comment 8-6

The comment recommends a VMT study for the traffic analysis and states that Yolo County requires a VMT analysis. The City of Lincoln does not require a VMT analysis for projects and such a study need not be included in the EIR.

Response to Comment 8-7

The comment requests an analysis of the jobs-housing balance in order to minimize project impacts on energy conservation, GHG emissions, and transportation infrastructure. Such an analysis is more appropriate for the City to prepare in consideration of city-wide or large development projects, rather than for a project of 109 acres that includes 49 acres of open space. Because the comment does not identify any potentially significant impact not addressed in the Draft EIR, no additional response is required.

Response to Comment 8-8

The comment refers to Policy LU-1.1 from the General Plan, which encourages mixed-use development on larger parcels. The comment also suggests that the project could provide northeast Lincoln with neighborhood commercial space or a village square. As noted above, the land uses

proposed for the project site are generally consistent with the General Plan land uses, with the exception of the Markham Ravine portion of the site, which is environmentally constrained due to the presence of wetland resources. Given the project site's location relative to commercial uses in the downtown area, a change of use to mixed use was not considered appropriate for the project site. The project does, however, include a mix of housing types and recreational facilities convenient for project residents to access by walking or biking, and the project adjoins the neighborhood elementary school, allowing children in the project to readily walk or ride their bikes to school.

Response to Comment 8-9

The comment refers to the detention basin in the project as having the potential to induce sprawl, and suggests that potential mitigation would be dual-use of the detention area. The comment notes that the project applicant should be offered some incentive for more efficient use of this land. The detention basin is included in the project site to allow for the adequate drainage of the project site as well as areas adjacent to the site that currently experience drainage problems during storm events. The basin also serves as a buffer to the adjacent industrial activities to the west. The 4-acre detention basin is, therefore, an integral part of development of this site and would not substantially contribute to sprawl. There is no need for the EIR to consider incentives for alternative use of this land.

Response to Comment 8-10

The comment states the EIR should consider the impacts of dewatering the wetlands in Markham Ravine by diverting storm water. With the project, water would be released from the detention basin into Markham Ravine after passing through the water quality basin, which would also have positive effects on water quality entering Markham Ravine. There is no evidence that the project would result in dewatering of Markham Ravine.

Response to Comment 8-11

The comment requests the EIR consider incorporation of "medium density residential" into the project, and notes that the General Plan requires the city to promote development patterns that are more compact and promote walking, biking, and the use of public transit. The EIR is not required to specifically consider medium density residential, and already includes a mix of housing types and recreational facilities convenient for project residents to access by walking or biking.

Response to Comment 8-12

The comment requests that the project implement alternative transportation to reduce project impacts. The comment also references General Plan policies demonstrating the City's recognition of the importance of alternate transportation. The project is designed to promote walking and biking by residents, including walking paths and park facilities in close proximity to all future project residents. Although the EIR is not required to include additional alternative transportation implementation, the project streets have been designed to accommodate travel by Neighborhood Electric Vehicles (NEVs).

Response to Comment 8-13

The comment states that environmental impacts relating to energy use, GHG emissions, and human health and safety can occur if projects do not include alternate travel modes in the project. The Meadowlands project is an infill project in a portion of the city that is currently served by existing transit services, including the Downtown Circulator and Lincoln Loop (see Draft EIR pages 4.5-5 and 4.5-8). Due to the size of the project, the inclusion of additional transit services by the project would not be economically feasible. As discussed in the Draft EIR (page 4.5-25), the project's contribution to the demand for transit services would likely be minor, but it should be noted that an increase in ridership of these transit services would result in positive environmental effects, as it would reduce single-occupancy vehicle use.

The comment also includes a statement that at least three intersections would operate at level of service (LOS) D or worse. This is not correct. As shown in Table 4.5-6 (Draft EIR page 4.5-23), under Existing Plus Project conditions, the project would contribute to a change in LOS from E to F at the intersection of Seventh Street and East Avenue in the AM peak hour, but with implementation of Mitigation Measure 4.5-1 (Draft EIR page 4.5-24), the intersection would operate at LOS C. Under cumulative conditions, the proposed project would increase volumes at the intersections of 12th Street and McCourtney Road. However, under Cumulative Plus Project conditions, while there would be minor increases in the volume-to-capacity ratio, the LOS at these intersections would not decrease due to project-related traffic.

Response to Comment 8-14

The comment refers to bike paths along Seventh Street, Virginiatown Road, and East Avenue, as shown in the Placer County Bike Plan and Lincoln Pathway Master Plan. These paths are outside of the project area and would not be required as part of the proposed project. Because the comment does not identify any project-related potentially significant impact, no further discussion of this issue is required in the Draft EIR.

Response to Comment 8-15

The comment refers to bicycle and pedestrian access related to the school, and suggests the EIR consider how the increased traffic volumes in the project area will impact safe routes to school for children. The Draft EIR fully discloses existing traffic conditions in the vicinity of the school, including issues related to student safety (see pages 4.5-25 and 4.5-26). As discussed in Impact 4.5-5 on pages 4.5-25 and 4.5-26 of the Draft EIR, circulation related to the school would improve with implementation of the project, with the extension of 11th Street and removal of the impromptu drop-off area south of the school.

Response to Comment 8-16

The comment suggests that the EIR consider how the project affects accessibility between each travel mode and the surrounding land uses including transit. It states the project "does nothing to provide convenient transit access to residents" and suggests the use of "Walk Score" as an analysis

tool. As discussed on Draft EIR page 4.5-8, there are existing transit stops at 12th and East Avenue, at Ninth Street east of East Avenue, and 8th Avenue and C Street, adjacent to or within a few blocks of the project site. If sufficient demand is generated by the project, transit stops could be added in or near the project site, as discussed on page 4.5-25 of the Draft EIR.

Response to Comment 8-17

The comment requests an analysis of the health impacts of increased reliance on automobile travel. The health effects of automobile emissions are discussed in section 4.1, Air Quality of the Draft EIR. As discussed in Chapter 2, Project Description, the project has been designed to reflect the City of Lincoln's goal of incorporating principles of new urbanism into new residential communities by creating neighborhoods that are walkable from downtown, schools, and neighborhood commercial uses. The development and lot configurations have been designed based on a neighborhood and focal point concept with rear alley access, reduced front yard setbacks with wide sidewalks, and tree lined streets to emphasize comfortable and safe pedestrian and bicycle travel. The lifestyle choices that affect residents' health, however, are beyond the scope of this EIR.

Response to Comment 8-18

The comment suggests that the EIR should consider that the project applicant is also the owner of the Gladding McBean industrial facility, which will use a portion of the project site as a parking facility. The respective ownership of the project and the neighboring industrial facility is not an environmental impact that needs to be addressed in the EIR. The comment also notes that the General Plan calls for extending the Parkway through the applicant's industrial site. The project has been designed to allow for potential future alignment of Gladding Parkway through the project site, but the project is not dependent on the Parkway for circulation.

Response to Comment 8-19

The comment states that the Draft EIR erroneously concludes in Table 4.7-2 that the statewide greenhouse gas target is 5.7 metric tons of CO_2e. However, Table 4.7-2 provides for the target *reductions* for greenhouse gases, as opposed to the greenhouse gas targets referenced in the comment. The reduction targets shown in Table 4.7-2 are correct.

Response to Comment 8-20

The comment states the project should provide access to the open space and be designed to enhance views of open space. It also refers to General Plan policies regarding open space. The western portion of the project site would include roads with adjacent paths to provide bicycle/pedestrian circulation and visual access to the Markham Ravine open space area. The project would be consistent with the General Plan and would not result in physical environmental effects related to the interface of development and open space.

Response to Comment 8-21

The comment discusses solid waste generated by the proposed project and suggests sustainable recycling and ways of disposing of solid waste be incorporated into the project or addressed through local or regional programs. Assembly Bill (AB) 939, which is known as the Integrated Waste Management Act, was codified in the Public Resources Code and in Title 14 of the California Code of Regulations in 1992. AB 939 was designed to increase landfill life by diverting solid waste from landfills within the state and conserving other resources through increasing recycling programs and incentives. As discussed on page 1-12 of the Draft EIR, the proposed project would be served by the City's existing recycling program, which achieved a diversion rate of 64 percent. Project-generated solid waste would be collected and taken to the materials recovery facility (MRF), where the solid waste would be sorted by mechanical and manual means to remove additional recyclable materials before the solid waste is transported to the landfill. These existing programs and processes comply with AB 939 and substantially reduce the amount of waste that would be added to landfills. No further project-specific program would be required.

Response to Comment 8-22

The comment states the potential impacts of the project go beyond the landfill capacity and landfilling of recyclable materials for the project would waste energy and other commodities and contribute to greenhouse gas emissions. Please see Response to Comment 8-21 regarding the existing programs that would reduce the amount of recyclables that would be diverted from the solid waste stream. The contribution of solid waste on GHG emissions is sufficiently discussed on pages 4.7-20 and 4.7-21 of the Draft EIR.

Response to Comment 8-23

The comment contends there should be a breakdown of materials in the waste stream to determine if there would be an impact of disposing of those materials. The comment also suggests that the EIR should identify what options residents will have for household recycling and how construction recycling will be enforced. As discussed in Response to Comment 8-21, solid waste would be transported to the MRF prior to transport to the landfill, including construction debris. As noted above, the processes at the MRF are designed to comply with AB 939 by removing recyclables from the waste stream and reduce the amount of material sent to the landfill. There would be no additional impact and an estimated breakdown of materials is not required in the EIR to determine compliance with regulations.

Response to Comment 8-24

The comment states that a compact development alternative should be considered in the EIR and that higher residential densities, a mix of uses, and flexible approaches to parking should be considered. The comment doesn't specify what impacts these components would reduce. The proposed project, as designed, is a compact project. Development would occur on approximately 55 acres of the 108-acre site. The project includes a mix of housing with low- and high-density housing types. As a residential development, the need for parking would be served by the units in

garages/driveways for single-family units and communal parking for multi-family units, so alternative parking strategies would not be required. As discussed previously, the project is designed for pedestrian and bicycle circulation and has access to transit. Therefore, an additional alternative as described in the comment is not required.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

March 29, 2011

George Dellwo
City of Lincoln
600 Sixth Street
Lincoln, CA 95648

Subject: Meadowlands Subdivision Project
SCH#: 2006032003

Dear George Dellwo:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 28, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in-order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

9-1

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2006032003
Project Title Meadowlands Subdivision Project
Lead Agency Lincoln, City of

Type EIR Draft EIR

Description Development in an area adjacent to existing development of up to approximately 209 low-density residential units and 104 high-density units on appoximately 45 acres, 3.2 acres of pocket parks, and 48.8 acres open space. Total project area is 108 acres.

Lead Agency Contact

Name George Dellwo
Agency City of Lincoln
Phone 916 434 2470 **Fax**
email
Address 600 Sixth Street
City Lincoln **State** CA **Zip** 95648

Project Location

County Placer
City Lincoln
Region
Lat / Long
Cross Streets Ninth Street and East Avenue
Parcel No. 008-010-021, 022, 038, 041, 045, 048
Township 12N **Range** 6E **Section** 12 **Base** MDB&M

Proximity to:

Highways Hwy 65
Airports Lincoln Regional Airport
Railways
Waterways Markham Ravine
Schools Carlin C. Coppin and Lincoln HS
Land Use Undeveloped/fallow; GP: Single Family Residential, Open Space, Light Industrial; Zoning: Single Family Residential, Open Space, Light Industrial

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Water Rights; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 02/09/2011 **Start of Review** 02/10/2011 **End of Review** 03/28/2011

LETTER 9: State of California, Governor's Office of Planning and Research. State Clearinghouse

Response to Comment 9-1

The comment acknowledges the City's compliance with the review requirements for draft environmental documents. No response is required.

5. MITIGATION MONITORING PLAN

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5.0 MITIGATION MONITORING PLAN

INTRODUCTION

The California Environmental Quality Act (CEQA) requires review of any project that could have significant adverse effects on the environment. In 1988, CEQA was amended to require reporting on and monitoring of mitigation measures adopted as part of the environmental review process. This Mitigation Monitoring Plan (MMP) is designed to aid the City of Lincoln in its implementation and monitoring of measures adopted from the Meadowlands Subdivision Project Environmental Impact Report (EIR).

MITIGATION MEASURES

The mitigation measures are taken from the Meadowlands Subdivision Project EIR and are assigned the same number they had in the Draft EIR. The MMP describes the actions that must take place to implement each mitigation measure, the timing of those actions, and the entities responsible for implementing and monitoring the actions.

MMP COMPONENTS

The components of each monitoring form are addressed briefly, below.

Impact: This column summarizes the impact stated in the Draft EIR.

Mitigation Measure: The mitigation measures are taken verbatim from the Meadowlands Subdivision Project Draft EIR or as amended in the Final EIR.

Action: For every mitigation measure, one or more actions are described. These are the center of the MMP, as they delineate the means by which EIR measures will be implemented, and, in some instances, the criteria for determining whether a measure has been successfully implemented. Where mitigation measures are particularly detailed, the action may refer back to the measure.

Implementing Party: This item identifies the entity that will undertake the required action.

Timing: Each action must take place prior to the time at which a threshold could be exceeded. Implementation of the action must occur prior to or during some part of approval, project design or construction or on an ongoing basis. The timing for each measure is identified.

Monitoring Party: The City of Lincoln is responsible for ensuring that mitigation measures are successfully implemented. Within the city, a number of departments and divisions would have responsibility for monitoring some aspect of the overall project.

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	4.1 Air Quality				
4.1-1 Construction activities associated with the proposed project would generate emissions of PM_{10} and $PM_{2.5}$.	4.1-1 a) The project applicant shall prepare and submit a Construction Emission/Dust Control Plan to PCAPCD for review prior to issuance of a permit for mass grading. The applicant shall not break ground prior to PCAPCD review and City approval of the Construction Emission/Dust Control Plan. As part of the Plan, the following or equally effective measures shall be included: 1) The project applicant/contractor shall submit to PCAPCD a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the PCAPCD prior to the new equipment being used. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide PCAPCD with the anticipated construction timeline including start date and name and phone number of the property owner, project manager, and onsite foreperson. 2) Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. Additional information regarding Rule 202 can be found at www.placer.ca.gov/Departments/Air/ Rules.aspx.	Prepare and submit a Construction Emission/Dust Control Plan to PCAPCD, including , measures described in MM 4.1-1	Applicant	Prior to issuance of grading permit	Public Services Department

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	3) The project applicant/contractor shall hold a pre-construction meeting for all contractors for grading activities. The applicant/contractor shall invite PCAPCD to the pre-construction meeting in order to discuss the project's Construction Emission/Dust Control Plan with employees and/or contractors. 4) The project applicant/contractor shall comply with PCAPCD Rules 202 and 228, which limit visible and fugitive dust emissions. The prime contractor shall retain an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228, Fugitive Dust, on a weekly basis. 5) During construction, no open burning of removed vegetation shall be allowed. All removed vegetative material shall be either chipped onsite or taken to an appropriate recycling site or licensed disposal site. 6) The project applicant/contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets if silt, dirt, mud, or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited. 7) Discharge of volatile organic compounds (VOCs) caused by the use or manufacture of cutback or emulsified asphalts for paving, road construction or road maintenance shall comply with Rule 217. 8) The contractor shall suspend all grading operations when wind exceeds 25 miles per hour and dust is affecting adjacent properties.				

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	9) During construction, the contractor shall minimize idling time to a maximum of 10 minutes for all diesel-powered equipment. 10) All projects shall comply with Rule 218 regarding use of architectural coatings containing VOCs. 11) All onsite stationary equipment that is classified as 50 hp or greater shall obtain a PCAPCD permit pursuant to Rule 501. 12) The project applicant shall include the following standard note on the Grading Plans: "The contractor shall apply water twice daily to control dust, as required by Rule 228, Fugitive Dust, to prevent dust impacts off site. Operational water truck(s) shall be on site at all times to control fugitive dust. Construction vehicles leaving the site shall be clean or cleaned to prevent dust, silt, mud, and dirt from being released or tracked off site." 13) The contractor shall replace ground cover in disturbed areas upon completion of construction within those areas. 14) The contractor shall limit daily grading activity to 5 acres or less and cover all exposed soil piles at the project site.				
	b) Prior to issuance of a permit for mass grading, the project applicant shall provide a written calculation to PCAPCD that demonstrates that the heavy-duty (>50 horsepower) off-road vehicles to be used in construction, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOx reduction and 45 percent particulate reduction compared to the CARB fleet average for 2010. Acceptable options for reducing emissions may include use of late model engines, low-	Provide a written calculation to PCAPCD that demonstrates that heavy-duty, off-road vehicles to be used in construction, will achieve a project-wide fleet average 20 percent NOx	Applicant	Prior to issuance of grading permit	Public Services Department

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the PCAPCD as described above: http://www.airquality.org/ceqa/ (click on the current "Roadway Construction Emissions Model").	reduction and 45 percent particulate reduction compared to the CARB fleet average for 2010			
4.1-7 Construction of the proposed project would generate emissions of ozone precursors that could combine with other precursor emissions and increase ozone levels in the Sacramento Ozone Nonattainment Area.	4.1-7 Implement Mitigation Measure 4.1-1.	See Mitigation Measure 4.1-1	See Mitigation Measure 4.1-1	See Mitigation Measure 4.1-1	See Mitigation Measure 4.1-1
4.1-8 The proposed project's operational emissions of criteria air pollutants, in combination with other criteria air pollutants, could add to cumulative emissions in Placer County.	4.1-8 The project applicant shall implement the following mitigation measures prior to issuance of building permits: • Only low-emission, EPA-certified fireplaces shall be installed in residential units containing open hearth fireplaces. Prior to the issuance of occupancy permits, the applicant must provide written proof of compliance with this measure to the City and PCAPCD. • Only Energy Star-labeled (or equivalent) appliances shall be installed.	Include only low-emission, EPA-certified fireplaces and Energy Star-labeled (or equivalent) appliances in residential units	Applicant	Prior to issuance of building permits	Development Services
	The project applicant shall participate in the PCAPCD off-site mitigation program for post-mitigated emissions that exceed PCAPCD thresholds. Off-site mitigation strategies include retrofitting existing on-road heavy-duty vehicles/ equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps, transit vehicles, and CNG fueling infrastructure. To participate in the off-site mitigation program, the applicant shall pay into the PCAPCD off-site mitigation program, included in Appendix D of Draft EIR, in consultation with PCAPCD.	Participate in PCAPCD off-site mitigation program for post-mitigated emissions that exceed PCAPCD thresholds	Applicant	Prior to issuance of building permits	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.2 Biological Resources					
4.2-1 The proposed project will result in impacts on special-status vernal pool fairy shrimp or their habitat.	4.2-1 a) For every acre of occupied habitat directly or indirectly affected, at least two vernal pool preservation credits shall be dedicated within a USFWS-approved ecosystem preservation bank, or, USFWS evaluation of site-specific conservation value mitigation may be accomplished on-site based on USFWS evaluation of site-specific conservation values within the proposed mitigation area. In satisfying this requirement, the project applicant purchased 0.39 mitigation credits.	Dedicate least two vernal pool preservation credits for every acre of occupied habitat directly or indirectly affected	Applicant	Prior to issuance of grading permits	Public Services Department
	b) For every acre of occupied habitat directly affected, at least one vernal pool creation credit shall be dedicated within a USFWS-approved habitat mitigation bank, or, mitigation may be accomplished on-site, based on USFWS evaluation of site-specific conservation values within the proposed mitigation area, or at an USFWS-approved alternative mitigation site. Should credits at an approved ecosystem preservation bank not be available and/or insufficient mitigation acreage occur on site, the developer shall pay an appropriate in-lieu fee to offset project impacts to these species equal to the mitigation described above, as determined in consultation with the USFWS.	Dedicate least one vernal pool creation credit for every acre of occupied habitat directly affected	Applicant	Prior to issuance of grading permits	Public Services Department
4.2-2 The proposed project could result in the loss and degradation of special-status reptile (Western Pond Turtle) and amphibian (Western spadefoot toad and California red-legged frog) populations.	4.2-2 During project construction, the project applicant/ contractor shall retain a qualified biologist to monitor construction activities adjacent to Markham Ravine to ensure no mortality of western pond turtles, Western spadefoot toads, or California red-legged frogs. If necessary, the biologist shall relocate any western pond turtles, toads, or frogs found in the construction zone during construction activities to a location downstream.	Retain a qualified biologist to monitor construction activities for western pond turtles, Western spadefoot toads, and California red-legged frogs	Applicant	During construction	Development Services
	• Prior to commencement of construction, the applicant/contractor shall install orange construction fencing adjacent to Markham Ravine.	Install orange construction fencing adjacent to Markham Ravine	Applicant	During construction	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.2-3 The proposed project could result in the loss and degradation of marginal foraging habitats.	4.2-3 The project applicant shall ensure that at least 44.25 acres of annual grasslands or other suitable raptor foraging habitat are preserved within west Placer County based upon project impacts of 59 acres (3/4:1 ratio).[1] The project applicant is preserving and protecting under a perpetual conservation easement 24 acres of habitat on the site. Preservation may occur through either: 1. On-site preservation or enhancement of foraging habitat within the proposed mitigation area, in consultation with the City and CDFG; or 2. Payment of a mitigation fee to a California Department of Fish and Game approved habitat development and management company, or the City of Lincoln through a negotiated agreement between said company or the City, the project applicant, and CDFG. The monies will be held in a trust fund, and used to develop a mitigation bank in west Placer County through the purchase, monitoring, maintenance, and remediation of lands in west Placer County that support suitable foraging habitat for Swainson's hawk, and other raptors. These lands would become incorporated into the mitigation bank, owned and operated by the habitat development and management company, and protected in perpetuity. The lands must be within 10 miles of the project site (consistent with CDFG guidelines); or 3. Purchase of conservation easements or fee title in west Placer County. This mitigation must occur within 10 miles of the project site (consistent with CDFG guidelines).	Preserve 44.25 acres of foraging habitat as described in MM 4.2-3	Applicant	Prior to issuance of grading permit	Public Services Department

1 California Department of Fish and Game. 1994. Staff Report regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California.

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.2-4 The proposed project could result in the loss and degradation of federally and state protected wetlands (including, but not limited to, seasonal wetlands, wetland swales, vernal pools, and intermittent drainages) through direct removal, filling, hydrological interruption, or by other means.	4.2-4 a) The applicant shall prepare and implement a Wetland Mitigation Plan that ensures no net loss of wetlands and shall provide for mitigation for impacted wetlands at a minimum 1:1 ratio, consistent with the City of Lincoln Open Space and Conservation Element (OSC) Policy 5.6. The wetland mitigation plan shall be based upon delineations verified by the Corps. This measure may be implemented through the 404 permit process. The plan shall include, but not be limited to, the following or equally effective components: • Provisions to use the plants, seed, duff (plant and seed material) and topsoil of wetlands to be filled in the wetlands created as compensation for unavoidable wetland loss. Provisions shall include the most current standards for the removal, storage, and application of this material into the created wetlands. • Wetland success criteria that ensures that the created areas will meet or exceed the functions and values provided by the impacted aquatic areas. • Provisions for guaranteed funding enforceable by the City for implementation of a remedial action plan should the success criteria not be met. • The Plan shall include provisions to ensure funding for the perpetual management of the mitigation area through the provision of an endowment.	Prepare and implement a Wetland Mitigation Plan	Applicant	Prior to issuance of grading permit	Public Services Department

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	b) Prior to any construction activities on the development area, a protective fence shall be erected at the boundaries between the developed area and the Markham Ravine complex. This fence shall remain in place until all construction activities in the immediate area are completed. No activity shall be permitted within the wetlands preserve except for those expressly permitted.	Install protective fence at the boundaries between the developed area and the Markham Ravine complex	Applicant	Prior to any construction activities on the development area	Development Services
	c) A buffer shall be provided along all preserved and reconstructed wetlands. Only those uses allowed in the 404 Permit and those uses expressly permitted by the USFWS or NMFS shall be permitted within the wetland preserve.	Provide buffer in site plan along all preserved and reconstructed wetlands	Applicant	Prior to approval of Final Map	Development Services
	d) Water quality in Markham Ravine shall be protected using rigorous erosion control techniques during construction in the watershed and, at a minimum, meet the requirements stated in the State Water Resources Control Board NPDES permit. Additionally, urban runoff shall be managed to protect water quality in the wetlands preserve. e) Mowing and other maintenance activities shall be limited to those detailed in the 404 Permit.	Implement rigorous erosion control techniques during construction	Applicant	During construction	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.2-5 Implementation of the proposed project could result in the disturbance of nesting burrowing owls.	4.2-5 a) The project proponent shall retain a qualified biologist to conduct focused surveys for burrowing owls in areas of suitable habitat on and within 500 feet of the project site. The surveys shall be conducted 30-days prior to any ground disturbance activity. Surveys shall be conducted in accordance with prevailing CDFG protocol.[2] If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the City and CDFG, and no further mitigation is necessary. If burrowing owls are found, the following mitigation measure shall be implemented.	Retain a qualified biologist to conduct focused surveys for burrowing owls	Applicant	Prior to ground disturbing activity	Development Services
	b) Impacts on burrowing owl would be avoided, if feasible, by establishing a buffer of 165 feet during the non-breeding season (September 1 through January 31) or 300 feet during the breeding season (February 1 through August 31). The size of the buffer area may be adjusted if a qualified biologist and CDFG determine that construction activities would not adversely affect the owl(s). No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied.	Establish buffer to avoid burrowing owls	Applicant	Prior to ground disturbing activities	Development Services
	c) If impacts on occupied burrows are unavoidable, on-site passive relocation techniques shall be used if approved by CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies, through non-invasive methods, that the birds are not nesting.	If required, use passive relocation techniques with burrowing owls, as described in MM 4.2-5 (c) and (d)	Applicant	Prior to ground disturbing activities	Development Services
	d) If relocation of the owls is approved for the project by CDFG, the project proponent shall retain a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include: (1) the				

2 California Department of Fish and Game. Staff Report on Burrowing Owl Mitigation. www.dfg.ca.gov/wildlife/ nongame/docs/boconsortium.pdf, 1993, accessed April 22, 2009.

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	location of the nest and owls proposed for relocation; (2) the location of the proposed relocation site; (3) the number of owls involved and the time of year when the relocation is proposed to take place; (4) the name and credentials of the biologist who would be retained to supervise the relocation; (5) the proposed method of capture and transport for the owls to the new site; (6) a description of the site preparations at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control, etc.); and (7) a description of efforts and funding support proposed to monitor the relocation. Relocation options may include passive relocation to another area of the site not subject to disturbance through one-way doors on burrow openings, or construction of artificial burrows in accordance CDFG guidelines.				
4.3 Hydrology and Water Quality					
4.3-4 Implementation of the proposed project would include placement of fill in the 100-year floodplain to accommodate proposed residential development.	4.3-4 a) The project applicant shall design the project so that residential pads are elevated a minimum of two (2) feet above the 100-year floodplain per the City's requirements; and, the project developer shall design the residences so that the finished floor elevations of the structures are elevated at least three (3) feet above the 100-year floodplain per the City's building requirements.	Design residential pads 2 feet above 100-year floodplain	Applicant	Prior to approval of Final Map	Development Services
	b) The project applicant shall obtain a CLOMR and a LOMR.	Obtain a CLOMR and a LOMR	Applicant	Prior to approval of Final Map	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.3-5 Implementation of the proposed project would increase the types and amounts of pollutants in stormwater runoff that could be discharged to Markham Ravine.	4.3-5 a) Project Conditions of Approval shall specify that appropriate Best Management Practices (BMPs) be incorporated into project design to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge NPDES regulations and Basin Plan water quality objectives. Further, the proposed project shall implement the draft NPDES Phase 2 program SWMP and BMPs being implemented by the City. To maximize effectiveness, the selected BMPs shall be based on finalized site-specific hydrologic conditions, with consideration for the types and locations of development. Mechanisms to maintain the BMPs shall be identified in the Conditions of Approval.	Include BMPs in Conditions of Approval	City	Prior to approval of Final Map	Development Services
	b) The proposed water quality facilities shall be identified and designed in the grading plan, which demonstrates that the detention/water quality basin and related infrastructure meet the standards in the NPDES Phase II program, SWMP, and BMPs to be submitted to the City for review and approval. All water quality facilities identified in the grading plan shall be constructed with the installation of the infrastructure. The grading plan shall also include the methods for funding the long-term maintenance of the proposed water quality facilities.	Include water quality facilities in the grading plan	Applicant	Prior to approval of grading permit	Public Services Department
	c) The project applicant shall submit a site-specific stormwater management plan that meets or exceeds the standards included in the city's Phase 2 NPDES program and SWMP, showing the on-site locations and effectiveness of the BMP facilities proposed for long-term water quality impact reduction prior to project approval. The plan shall include methods for financing the long-term maintenance of the proposed site-specific facilities.	Submit site-specific stormwater management plan	Applicant	Prior to approval of grading permit	Public Services Department

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	d) The City shall formally adopt and implement a funding mechanism for the project specifically to fund the long-term maintenance of the proposed water quality facilities.	Adopt and implement a funding mechanism for the long-term maintenance of the proposed water quality facilities	City and Applicant	Prior to approval of Final Map	Development Services
	e) All BMPs for water quality protection, source control, and treatment control shall be developed in accordance with the California Stormwater Quality Association Stormwater Best Management Practice Handbook for Construction and New Development/ Redevelopment (or other similar source approved by the CVRWQCB, County, and City) for the project. The BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the PCFCWCD and City standards and shall be included for long-term maintenance of BMPs. All BMPs shall reflect the Best Available Technologies (BAT) available and economically achievable at the time of implementation and shall reflect site-specific limitations. The City shall make the final determinations as to the appropriateness of the BMPs proposed for the proposed project and the City shall ensure future implementation, operation, and maintenance of the BMPs. The City shall inspect the site following construction to make sure all the BMPs have been installed.	Develop BMPs for water quality protection, source control, and treatment control in accordance with the California Stormwater Quality Association Stormwater Best Management Practice Handbook for Construction and New Development/ Redevelopment	Applicant	Prior to approval of grading permit	Public Services Department

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	f) Stormwater runoff from the proposed project's impervious surfaces (including roads) shall be collected and routed through specially designed water quality treatment facilities (BMPs) for removal of pollutants of concern (i.e., sediment, oil/grease, etc.), as approved by the City. The project applicant shall verify that proposed BMPs are appropriate to treat the pollutants of concern from the proposed project and shall provide for the establishment of vegetation, where specified, by means of proper irrigation, for effective performance of BMPs. Maintenance of these facilities shall be provided by the City. Prior to Final Map approval, easements shall be created and offered for dedication to the City for maintenance and access to these facilities in anticipation of possible City maintenance.	Design project to route project-related stormwater through specially designed water quality treatment facilities	Applicant	Prior to approval of grading permit	Public Services Department
4.3-6 Construction activities for the proposed project could result in sediment and other construction-related pollutants entering local drainages.	4.3-6 a) Any development within the project site with ground disturbance exceeding one-acre that is subject to the State NPDES General Construction Permit shall obtain the permit from the CVRWQCB and shall provide to the City evidence of a State-issued NPDES General Construction Permit number or filing of a Notice of Intent and fees prior to start of construction.	Obtain State NPDES General Construction Permit	Applicant	Prior to ground disturbance exceeding one-acre	Development Services
	b) During the Subsequent Conformity Review process and prior to Improvement Plan approval, new development shall submit to the City, for review and approval, an erosion control plan consistent with the City's Grading Ordinance. The erosion control plan shall indicate that proper control of siltation, sedimentation and other pollutants will be implemented per NPDES General Construction Permit requirements and City ordinance standards. The plan shall propose BMPs to reduce erosion and water quality degradation during construction to the maximum extent practicable.	Submit to the City an erosion control plan consistent with the City's Grading Ordinance	Applicant	Prior to Improvement Plan approval	Public Services Department

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.4 Noise					
4.4-1 Construction of the proposed project would temporarily increase ambient noise levels.	4.4-1 During construction, the project developer shall implement the following mitigation measures to reduce construction impacts on uses at the Carlin C. Coppin Elementary School and the adjacent residences. a) Construction activities shall be limited to the hours between 7 a.m. and 5 p.m. Monday through Friday (unless extended by a special permit). b) Maximize the physical separation between noise generators and noise receptors by locating stationary equipment, equipment warm up areas, water tanks, and equipment storage as far away from existing residences and the elementary school as possible to minimize noise impacts at sensitive noise receptors. c) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer-installed mufflers. d) When feasible, work within 200 feet of the classrooms at Carlin C. Coppin Elementary School shall occur outside of normal school operating hours.	Implement construction noise reduction measures per MM 4.4-1	Applicant	Prior to grading or construction activities	Development Services
4.5 Transportation and Circulation					
4.5-1 The proposed project would increase traffic volumes at intersections within the City of Lincoln.	4.5-1 The project applicant shall pay a fair share of the cost to re-stripe the north and southbound approaches to the intersection of East Avenue and 7th Street. Currently, both the southbound and northbound approaches consist of a dedicated left turn lane, and a shared through/right turn lane. The two southbound approach lanes shall be re-striped, to be a shared through/left, and a shared through/right. The northbound approach shall be reduced from two lanes to one, and re-striped as a shared left/through/right lane. The timing of the fair share payment shall be prior to approval of a grading permit.	Pay a fair share of the cost to re-stripe the north and southbound approaches to the intersection of East Avenue and 7th Street	Applicant	Prior to approval of grading permit	Public Services Department

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
4.7 Climate Change					
4.7-1 Operation of the proposed project would generate GHG emissions.	4.7-1 a) At the time of application for design review, the City shall require the project applicant to submit an Energy Conservation Plan. The plan shall describe the techniques and programs to be employed in the development of the project to achieve energy conservation. These programs shall include, but shall not be limited to, either: Participation in the PG&E Energy Star Performance Method. This method is available to builders of single-family homes that are at least 15 percent more energy efficient than required by the 2005 Title 24 Energy Code and meet all US EPA specifications. Participating builders become part of the California Energy Star New Homes Program, and their homes earn the Energy Star label. Incremental incentives can also be earned by adding energy efficient appliances and/or lighting to homes. OR Participation in the New Solar Homes Partnership (NSHP) Performance Method. This method is available to builders of single-family homes that are at least 15 percent more efficient than required by the 2005 Title 24 Energy Code and meet all US EPA specifications. A second tier of participation is available to single-family homes that exceed Title 24 by 35 percent, demonstrate a 40 percent reduction in cooling load, and include solar generation as an option for buyers. Both tiers require that all appliances provided by the builder must be Energy Star qualified. Builders may also qualify for additional solar incentives through the CEC's NSHP.	Submit an Energy Conservation Plan to City for review	Applicant	At the time of application for design review	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	b) The City and the project applicant shall work together to publish and distribute an Energy Resource Conservation Guide describing measures individuals can take to increase energy efficiency and conservation prior to the occupation of the first residential unit. The applicant shall be responsible for funding the preparation of the Guide. The City will be responsible for the distribution of the guide. The Energy Resource Conservation Guide shall be updated every 5 years and distributed at the public permit counter.	Publish and distribute an Energy Resource Conservation Guide	City and Applicant	Prior to the occupation of the first residential unit	Development Services
	c) The project applicant shall fund installation of street lights within the project area and all project street lights will be required to be Light Emitting Diode (LED).	Pay for an initial installment of Light Emitting Diode street lights within the project area	Applicant	Prior to issuance of building permits	Public Services Department
	d) The applicant shall develop a tree planting packet for distribution in the project area to help future residents understand their options for planting trees that can absorb carbon dioxide, consistent with General Plan policy HS-3.21.	Develop a tree planting packet	Applicant	Prior to issuance of building permits	Public Services Department
	e) The City shall require that energy efficient lighting fixtures, including fluorescent lights, be used in residential structures within the project.	Include energy efficient lighting fixtures in residential units	Applicant	Prior to issuance of building permits	Public Services Department
	f) The City shall ensure recommendations from energy planners and energy efficiency specialists in the building permit review process are incorporated to ensure building and site design takes into account solar orientation, energy-efficient systems, building practices, and materials, consistent with General Plan policies OSC-3.8 and OSC-3.14.	Ensure building and site design takes into account solar orientation, energy-efficient systems, building practices, and materials	Applicant	Prior to issuance of building permits	Public Services Department
	g) Implement all mitigation measures identified in Section 4.1, Air Quality.	Implement AQ mitigation measures.			

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	h) Implement Mitigation Measure 4.3-5 (Urban Stormwater Pollutants) in Section 4.3, Hydrology and Water Quality.	Implement Mitigation Measure 4.3-5			
	i) NEV Routes: A NEV route shall be included along East Avenue and through the subdivision. Since this is an infill development adjacent to downtown, NEVs/ZEVs would provide easy access to the downtown and to local schools. A hybrid electric vehicle can save up to 2,900 lbs of CO_2 per year.	Include NEV routes along East Avenue and through the subdivision	Applicant	Prior to approval of Final Map	Development Services
Initial Study					
Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	AE-1 The proposed project shall comply with the City's Planned Development Guidelines per Chapter 18.32 of the Municipal Code and prepare a General Development Plan and Specific Development Plan and Development Permit for review by the Design Review Board and Planning Commission and approval of the City Council to ensure aesthetic compatibility with surrounding uses.	Comply with the City's Planned Development Guidelines	Applicant	Concurrent with Tentative Map and General Development Plan	Development Services
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	AE-2 All exterior lights shall be cut-off, shielded, and directed downward, such that adjacent properties and open space areas are not illuminated.	Design light fixtures such that adjacent properties and open space areas are not illuminated	Applicant	During Design Review and Subdivision Improvement Plan Check	Development Services
Would the project cause a substantial adverse change in the significance of a historical resource as defined in '15064.5? **or** **Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?** **or** **Disturb any human remains, including those interred outside of formal cemeteries?**	CUL-1 a) If any cultural resources, such as unusual amounts of bone or shell, artifacts, structural features, historic-period refuse, or human remains, are encountered during any project-related ground-disturbing activities, work shall be suspended within 100 feet of the find until the find is evaluated by a qualified professional. The City of Lincoln Development Services Department shall be notified immediately of the discovery, and the project developer shall retain the services of an archaeologist who meets the Secretary of the Interior's Standards for Archaeology to evaluate the find and provide recommendations for treatment of any significant historical or archaeological resources. The archaeologist's recommendations shall be submitted for approval to the City of Lincoln	Comply with MM CUL-1a regarding cultural resource discovery	Applicant	During construction	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	Development Services Department. The project developer shall implement the approved mitigation, to be verified by the City of Lincoln Development Services Department.				
	b) If human remains are discovered during any project activities, work within 100 feet of the remains shall be suspended immediately, and the City of Lincoln Development Services Department and the Placer County Coroner shall be immediately notified. If the remains are determined by the county coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours. A professional archaeologist with Native American burial experience shall conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Lincoln Development Services Department will be responsible for the approval of recommended mitigation, taking account of the provisions of state law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project applicant shall implement the approved mitigation, to be verified by the City of Lincoln Development Services Department, before the resumption of activities at the site where the remains were discovered.	Comply with MM CUL-1b regarding discovery of human remains	Applicant	During construction	Development Services
Would the project directly or indirectly destroy a unique paleontological resource or unique geologic feature?	CUL-2 Should any evidence of paleontological resources (e.g., fossils) be encountered during grading or excavation either onsite or offsite as a result of a project improvement, work shall be suspended within 100 feet of the find, and the City of Lincoln Development Services Department shall be immediately notified. At that time, the City shall coordinate any necessary investigation of	Comply with MM CUL-2 regarding discovery of paleontological resources	Applicant	During construction	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
	the site with a qualified paleontologist as needed to assess the resource and provide proper management recommendations. Possible management recommendations for important resources could include resource avoidance or data recovery excavations. The project contractor shall implement any measures deemed necessary by the City for the protection of the paleontological resources.				
Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: **Strong seismic ground shaking?** **or** **Seismic-related ground failure, including liquefaction?** **or** **Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?** **or** **Be located on expansive soils, as defined in Section 1803.5.3 (1 through 4) of the CBC, creating substantial risks to life or property?**	GEO-1 The project applicant shall adhere to the 2010 California Residential Building Code, all applicable state regulations, and local ordinances for specific seismic safety requirements and building designs.	Adhere to the 2010 California Residential Building Code and all applicable seismic safety requirements	Applicant	During construction	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
Would the project result in substantial soil erosion, or the loss of topsoil?	GEO-2 The project developer shall apply for and comply with the General Construction Activity Permit. As a permit applicant, the project developer is also required to prepare and retain at the construction site a stormwater pollution prevention plan (SWPPP). The SWPPP shall specify Best Management Practices (BMPs) consistent with the City of Lincoln Grading Ordinance.	Apply for and comply with the General Construction Activity Permit for stormwater protection	Applicant	Prior to ground disturbing activities	Development Services
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **or** **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**	HAZ-1 The project developer shall comply with the applicable federal, State, and local regulations for the routine transport, use, or disposal of hazardous materials during construction.	Comply with the applicable regulations for the routine transport, use, or disposal of hazardous materials	Applicant	During construction	Development Services
Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	HAZ-2 The project applicant shall prepare a Wildland Fire Prevention Plan which will recommend measures to reduce the danger of a wildland fire.	Prepare a Wildland Fire Prevention Plan	Applicant	Prior to recordation of any small lot maps	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	PS-1 The project applicant shall pay all applicable capital facilities fees, consistent with the City's PFE funding requirements for 1.26 firefighters per 1,000 residents and 1,042 square feet of fire station facilities per firefighter to provide for appropriate fire station facilities or the fees in effect at the time of permit issuance.	Pay all applicable capital facilities fees related to firefighting facilities	Applicant	Prior to issuance of building permit	Development Services
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?	PS-2 The project applicant shall pay all applicable capital facilities fees toward the provision of police facility space and sworn and non-sworn staff, consistent with the City's PFE, for 1.87 officers and 0.4 non-sworn staff per 1,000 residents and 475 square feet per police department staff or the fees in effect at the time of permit issuance.	Pay all applicable capital facilities fees related to police facilities	Applicant	Prior to issuance of building permit	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for schools?	PS-3 The project applicant shall pay WPUSD school fees in effect at time of building permit issuance.	Pay all applicable school fees	Applicant	Prior to issuance of building permit	Development Services
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks?	PS-4 The project applicant shall provide acceptable park land and/or pay an in-lieu fee to the City, and provide fair-share funds, through participation in the City's PFE for use toward recreational facilities in proportion to the project's development or the fees in effect at the time of permit issuance.	Provide park land or pay park in-lieu fee	Applicant	Prior to issuance of building permit	Development Services

TABLE 1

MEADOWLANDS SUBDIVISION MITIGATION MONITORING PLAN

Impact	Mitigation Measure(s)	Action(s)	Implementing Party	Timing	Monitoring and Enforcement
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?	PS-5 The project applicant shall provide funds, through participation in the City's PFE funding requirements for 0.44 librarians per 1,000 residents, 1.26 books per capita, and 0.7 square feet of library facilities per resident or the fees in effect at the time of permit issuance.	Pay all applicable fees related to library services	Applicant	Prior to issuance of building permit	Development Services
Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	TRA-1 The project applicant shall comply with all applicable City transportation policies supporting alternative transportation.	Comply with all applicable City transportation policies supporting alternative transportation	Applicant	Prior to issuance of building permit	Development Services
Would the project comply with federal, state, and local statutes, and regulations related to solid waste?	U-1 The project applicant shall pay all applicable fees, consistent with the City's PFE funding requirements, for solid waste improvements.	Pay all applicable PFE fees related to solid waste improvements	Applicant	Prior to issuance of building permit	Development Services

APPENDICES

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APPENDIX A
Traffic Modeling Outputs

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR 65 NB Ramp/Industrial Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869	
Loss Time (sec):	6	Average Delay (sec/veh):	27.1	
Optimal Cycle:	79	Level Of Service:	C	

Street Name:	SR 65 NB Ramp						Industrial Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	0 0	0	0 2	0 0	0	0 0	0 0	1	0 0	0 2
Volume Module:												
Base Vol:	0	1438	0	0	1571	0	0	0	0	0	0	1086
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1438	0	0	1571	0	0	0	0	0	0	1086
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1438	0	0	1571	0	0	0	0	0	0	1086
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	0	0	1571	0	0	0	0	0	0	1086
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1438	0	0	1571	0	0	0	0	0	0	1086
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.75
Lanes:	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	3610	0	0	3610	0	0	0	0	1900	0	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.44
Volume/Cap:	0.00	0.80	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.87
Uniform Del:	0.0	20.7	0.0	0.0	22.1	0.0	0.0	0.0	0.0	0.0	0.0	25.4
IncremntDel:	0.0	2.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Delay/Veh:	0.0	23.3	0.0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	0.0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0	32.2
LOS by Move:	A	C	A	A	C	A	A	A	A	A	A	C
HCM2kAvgQ:	0	21	0	0	25	0	0	0	0	0	0	20

Note: Queue reported is the number of cars per lane.

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                 Level Of Service Detailed Computation Report
                        2000 HCM Operations Method
                          Base Volume Alternative
********************************************************************************
Intersection #1 SR 65 NB Ramp/Industrial Avenue
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  2  0  0    0  0  2  0  0    0  0  0  0  0    1  0  0  0  2
Lane Group:  xxxx   T   xxxx  xxxx   T   xxxx  xxxx xxxx  xxxx    L  xxxx    R
#LnsInGrps:     0    2     0     0    2     0     0    0     0     1    0     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
CrsswalkWid:         8                8                8                8
% Hev Veh:           0                0                0                0
Grade:              0%               0%               0%               0%
Parking/Hr:         No               No               No               No
Bus Stp/Hr:          0                0                0                0
Area Type:    < < < < < < < < < < < < < < < Other  > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                0                0                0
ExclusiveRT:     Include          Include          Include          Include
% RT Prtct:          0                0                0                0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(lt) Adj Case Module:
f(lt) Case:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  xxxx 1.00 xxxxx  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Hev Veh Adj: xxxx 1.00 xxxxx  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Grade Adj:   xxxx 1.00 xxxxx  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Parking Adj: xxxx 1.00 xxxxx  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Bus Stp Adj: xxxx 1.00 xxxxx  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
Area Adj:    xxxx 1.00 xxxxx  xxxx 1.00 xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1.00
RT Adj:      xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
PedBike Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
HCM Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.85
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 0.95  1.00  1.00 0.95  1.00  1.00 1.00  1.00  1.00 1.00  0.88
Fnl Sat Adj: 1.00 0.95  1.00  1.00 0.95  1.00  1.00 1.00  1.00  1.00 1.00  0.75
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < <  No  > > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < <     Actuated     > > > > > > > > > > > > > >
DelAdjFctr:  0.00 1.00  0.00  0.00 1.00  0.00  0.00 0.00  0.00  0.00 0.00  1.00
********************************************************************************
```

Level Of Service Detailed Computation Report HsCM2000 hueue MetBodV
2000 sCM Operation* MetBod
#a*e 6olume Alternative

Inter*ection N1 SR /E W# Ramp|Indu*trial Avenue

ApproacB:	WortB #ound			SoutB #ound			ja*t #ound			Ue*t #ound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green|Cxcle:	0w00	0wE0	0w00	0w00	0wE0	0w00	0w00	0w00	0w00	0w00	0w00	0w44
ArrivalTxpe:		k			k			k			k	
Prog%actor:	1w00	1w00	1w00	1w00	1w00	1w00	1w00	1w00	1w00	1w00	1w00	1w00
h1:	0w0	1ywE	0w0	0w0	20wk	0w0	0w0	0w0	0w0	0w0	0w0	1EwE
<p*tream6C:	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00
<p*treamAd>:	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00	0w00
jarlxArrAd>:	0w00	1w00	0w00	0w00	1w00	0w00	0w00	0w00	0w00	0w00	0w00	1w00
h2:	0w0	kw4	0w0	0w0	Ew0	0w0	0w0	0w0	0w0	0w0	0w0	4wy
sCM2(hueue:	0w0	20w)	0w0	0w0	2Ewk	0w0	0w0	0w0	0w0	0w0	0w0	20wk
y0tB.%actor:	1w20	1w1/	1w20	1w20	1w1E	1w20	1w20	1w20	1w20	1w20	1w20	1w1/
sCM2Fy0tBh:	0w0	24w2	0w0	0w0	2)w2	0w0	0w0	0w0	0w0	0w0	0w0	2kwE
8EtB.%actor:	1w/0	1w4E	1w/0	1w/0	1w4k	1w/0	1w/0	1w/0	1w/0	1w/0	1w/0	1w4E
sCM2F8EtBh:	0w0	k0wk	0w0	0w0	k/w2	0w0	0w0	0w0	0w0	0w0	0w0	2)wE
)0tB.%actor:	1w80	1wE4	1w80	1w80	1wE1	1w80	1w80	1w80	1w80	1w80	1w80	1wEE
sCM2F)0tBh:	0w0	k2w2	0w0	0w0	k8wk	0w0	0w0	0w0	0w0	0w0	0w0	k1wk
)EtB.%actor:	2w10	1w/)	2w10	2w10	1w/E	2w10	2w10	2w10	2w10	2w10	2w10	1w/)
sCM2F)EtBh:	0w0	kEw2	0w0	0w0	41wy	0w0	0w0	0w0	0w0	0w0	0w0	k4w4
)8tB.%actor:	2wy0	1w)0	2wy0	2wy0	1w84	2wy0	2wy0	2wy0	2wy0	2wy0	2wy0	1w)1
sCM2F)8tBh:	0w0	k)wy	0w0	0w0	4/wy	0w0	0w0	0w0	0w0	0w0	0w0	k8wy

Fuel Consumption and Emissions
2000 HCM Operations Method
Base Volume Alternative

****

Intersection #1 SR 65 NB Ramp/Industrial Avenue

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Run Speed:			30 MPH					30 MPH					30 MPH					30 MPH		
NumOfStops:	0.0		298	0.0	0.0			347	0.0	0.0			0.0	0.0	0.0			0.0	246.3	

Name: year 1995 composite fleet
Fuel Consumption: 128.929 pounds
20.886 gallons
Carbon Dioxide: 402.257 pounds
Carbon Monoxide: 31.789 pounds
Hydrocarbons: 5.839 pounds
Nitrogen Oxides: 1.160 pounds

Name: year 2000 composite fleet
Fuel Consumption: 128.929 pounds
20.886 gallons
Carbon Dioxide: 402.257 pounds
Carbon Monoxide: 31.789 pounds
Hydrocarbons: 5.839 pounds
Nitrogen Oxides: 1.160 pounds

DISCLAIMER
The fuel consumption and emissions measures should be used with caution and only for comparisons of different signal timings, geometric design alternatives or for general planning applications, as these calculations are applied to the analysis of a single intersection within the CCG and TRAFFIX. Network models are more appropriate since they can account for the influence of the adjacent control measures and other system elements.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR 65 SB Ramp/ Industrial Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810	
Loss Time (sec):	6	Average Delay (sec/veh):	22.9	
Optimal Cycle:	60	Level Of Service:	C	

Street Name:	SR 65 SB Ramp						Industrial Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	2 0	1 0	0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1438	12	1258	326	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1438	12	1258	326	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1438	12	1258	326	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1438	12	1258	326	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1438	12	1258	326	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.98	0.02	2.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3577	30	3502	1900	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.36	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	0.50	0.50	0.44	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.81	0.81	0.81	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Del:	0.0	21.2	21.2	24.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	2.9	2.9	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.1	24.1	27.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.1	24.1	27.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	C	C	A	A	A	A	A	A	A	A
DesignQueue:	0	24	24	22	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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1005

Level Of Service DetaileC moRputation Heport
2000 smM Operationh MetdoC
(ahe BoluRe Alternative

Interhection)1 SH 6* S(HaRp# InCuhtrial Avenue

Approacd:	5ortd (ounC			Soutd (ounC			/aht (ounC			yeht (ounC		
MoveRent:	L	T	H	L	T	H	L	T	H	L	T	H
smM Oph ACXuhteC Lane 9tiliNation MoCule:												
Laneh:	0 0 1 1 0			2 0 1 0 0			0 0 0 0 0			0 0 0 0 0		
Lane Group:	EEEE	HT		HT	L	T	EEEE	EEEE	EEEE	EEEE	EEEE	EEEE
)LnhInGrph:	0	2		2	2	1	0	0	0	0	0	0
smM Oph Input Saturation ACX MoCule:												
Lane yiCtd:	12	12	12	12	12	12	12	12	12	12	12	12
mrhhWal|yiC:	8			8			8			8		
Y sev Bed:	0			0			0			0		
GraCe:	0Y			0Y			0Y			0Y		
Par|ing#sr:	5o			5o			5o			5o		
(uh Stp#sr:	0			0			0			0		
Area T+pe:	w w w w w w w w w w w w w w Otder						j j j j j j j j j j j j j j					
mnft PeC#sr:	0			0			0			0		
/EcluhiveHT:	IncluCe			IncluCe			IncluCe			IncluCe		
Y HT Prtct:	0			0			0			0		
smM Oph fUltF ACX mahe MoCule:												
fUltF mahe:	EEEE	EEEE	EEEE	1	EEEE	EEEE	EEEE	EEEE	EEEE	EEEE	EEEE	EEEE
smM Oph Saturation ACX MoCule:												
Ln yiC ACX:	EEEE	1700	1700	1700	1700	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
sev Bed ACX:	EEEE	1700	1700	1700	1700	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
GraCe ACX:	EEEE	1700	1700	1700	1700	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
Par|ing ACX:	EEEE	1700	1700	EEEE	1700	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
(uh Stp ACX:	EEEE	1700	1700	EEEE	1700	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
Area ACX:	EEEE	1700	1700	1700	1700	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
HT ACX:	EEEE	1700	1700	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
LT ACX:	EEEE	EEEE	EEEEE	07Q*	EEEE	EEEEE	EEEE	EEEE	EEEEE	EEEE	EEEE	EEEEE
PeC(i|e ACX:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
smM Sat ACX:	1700	1700	1700	07Q*	1700	1700	1700	1700	1700	1700	1700	1700
9hr Sat ACX:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
MLb Sat ACX:	1700	07Q*	07Q*	07Qx	1700	1700	1700	1700	1700	1700	1700	1700
bnl Sat ACX:	1700	07Q*	07Q*	07Q2	1700	1700	1700	1700	1700	1700	1700	1700
Dela+ ACXuhtRent bactor MoCule:												
moorCinateC:	w w w w w w w w w w w w w w			5o	j j j j j j j j j j j j j j							
Signal T+pe:	w w w w w w w w w w w w			ActuateC			j j j j j j j j j j j j					
DelACXbctr:	0700	1700	1700	1700	1700	0700	0700	0700	0700	0700	0700	0700

TraffiE 87070x1* UcF 2008 DoWling Ahhoc7 LicenheC to P(S&J Denver

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MITIG8 - Default Scenario Mon Apr 4, 2011 11:PP:0g 3aFe 2-2

Cuel sonmudption anE Hdimmionm
2000 OsM hperationm MetBoE
Vame volude Alternati*e

##
Intermection R1 S6 g5 SV 6adpN InEumtrial A*enue
##

ApproacB:	/ortB VounE			SoutB VounE			Hamt VounE			Wemt VounE		
Mo*edent:	L	- T	- 6	L	- T	- 6	L	- T	- 6	L	- T	- 6
6un SpeeE:	P0 M3O			P0 M3O			P0 M3O			P0 M3O		
/udhfStopm:	0.0	P0P	2.5 29P.1	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

/ade: year 1775 codpomite fleet
Cuel sonmudption: 85.7P9 pounEm
1P.722 Fallonm
sarbon DioxiEe: 2g8.12P pounEm
sarbon MonoxiEe: 20.892 pounEm
OyErocarbonm: P.94g pounEm
/itroFen hxiEem: 0.984 pounEm

/ade: year 2000 codpomite fleet
Cuel sonmudption: 85.7P9 pounEm
1P.722 Fallonm
sarbon DioxiEe: 2g8.12P pounEm
sarbon MonoxiEe: 20.892 pounEm
OyErocarbonm: P.94g pounEm
/itroFen hxiEem: 0.984 pounEm

DISsLAIMH6
TBe fuel conmudption anE edimmionm deamurem mBoulE be umeE witB caution anE only for codparimonm of Eifferent miFnal tidinFm, Feodetric EemiFn alternati*em or for Feneral planninF applicationm, am tBeme calculationm are applieE to tBe analymim of a minFle intermection witBin tBe ssG anE T6ACCIX. /etwork doEelm are dore appropriate mince tBey can account for tBe influence of tBe aEjacent control deamurem anE otBer mymted eledentm.

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CITY COUNCIL

RESOLUTION NO 2012 093

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LINCOLN CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE MEADOWLANDS SUBDIVISION PROJECT MAKING FINDINGS CONCERNING MITIGATION MEASURES ADOPTING A MITIGATION MONITORING PROGRAM MAKING FINDINGS CONCERNING ALTERNATIVES AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR THE MEADOWLANDS SUBDIVISION PROJECT

Recitals

WHEREAS a Notice of Preparation of the Environmental Impact Report for the Meadowlands Subdivision Project was mailed to all responsible and affected agencies in March of 2006 pursuant to Public Resources Code Section 21080 4 and CEQA Guidelines Section 15082 and

WHEREAS a Draft Environmental Impact Report for the Meadowlands Subdivision Project (Draft EIR) was prepared for the Project in accordance with Public Resources Code Section 21000 et seq and CEQA Guidelines Section 15000 et seq and

WHEREAS the City distributed copies of the Draft EIR to the public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies and sought the comments of such person and agencies and

WHEREAS notice inviting comments on the Draft EIR was given in compliance with CEQA Guidelines Section 15085 and

WHEREAS the Public Comment period for the Draft EIR ended on March 28 2011 and

WHEREAS written and oral comments to the Draft EIR have been received and responses to those comments have been prepared in the form of the Final EIR and

WHEREAS the City Council of the City of Lincoln has independently reviewed and analyzed the Draft EIR the Final EIR prepared for the Project City Staff reports pertaining to the Draft EIR and all evidence received at the duly noticed Public Hearing(s) on the Project prior to approving this Resolution All of these documents and evidence are herein incorporated by reference into this Resolution and

WHEREAS the Final EIR identified certain significant and potentially significant adverse effects on the environment caused by the Project It is the intent of the City Council that the mitigation measures contained in the EIR are implementation measures unless otherwise modified by City action for the development of the Project and

WHEREAS the City is required whenever possible pursuant to CEQA to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant environmental effects and

WHEREAS the City Council desires in accordance with CEQA to declare that despite the occurrence of significant environmental effects that cannot be substantially lessened or avoided through the adoption of feasible mitigation measures or feasible alternatives there exist certain overriding economic legal social technological and other considerations for approving the Project that the City Council has determined outweigh the occurrence of those impacts

NOW THEREFORE THE CITY COUNCIL OF THE CITY OF LINCOLN DOES HEREBY RESOLVE TO CERTIFY THE FINAL EIR FOR THE MEADOWLANDS SUBDIVISION PROJECT AS FOLLOWS

1 It is hereby certified that the Final EIR has been completed in accordance with CEQA and the CEQA Guidelines The EIR consists of the Draft EIR the Final EIR and all appendices and all documents incorporated by reference in these documents

2 It is hereby certified that the EIR has been presented to the Planning Commission and City Council which each reviewed and considered the information and analysis contained herein before making the findings attached hereto adopting the mitigation monitoring and reporting program as set forth in the Final EIR and issuing the statement of overriding considerations The findings and statement of overriding considerations are contained in the CEQA Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit A and incorporated herein by reference

3 The City Council finds pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091 that all feasible mitigation measures described in the EIR unless specifically modified by City action will become binding upon the City and affected landowners and their assigns or successors in interest when the City Council approves the Project

4 The City Council finds that the mitigation measures described in the Final EIR are feasible and the City Council hereby binds itself all landowners within the Project area and their assigns and successors in interest to implement those measures These findings are not merely informational but constitute a binding set of obligations that will come into effect if and when the City approves the Project The actual implementation of the mitigation measures hereby adopted shall occur by having them included as conditions of approval by the City Council of the General Plan Amendment for the Meadowlands Project the City Council Ordinances approving the Rezoning and General Development Plan for the Meadowlands Project and any subsequent discretionary entitlements granted within the Project area

5 In order to comply with Public Resources Code Section 21080 6 the City Council hereby adopts the Mitigation Monitoring and Reporting Program as

set forth in the Final EIR If the Mitigation Monitoring and Reporting Program includes a mitigation measure that is different than that adopted by the City Council or incorrectly references a mitigation measure that has been modified by the City Council City staff is authorized to correct the reference to the mitigation measure so that it accurately reflects that which was adopted by the City Council The program is designed to ensure that during project implementation the City affected landowners their assigns and successors in interest and any other responsible parties comply with the feasible mitigation measures identified below The Mitigation Monitoring and Reporting Program identify for each mitigation measure the party responsible for implementation

6 The adoption of *all feasible* mitigation measures and the revised Project alternative will not substantially lessen or *avoid* all significant adverse environmental effects caused by the Project The City Council hereby finds that those effects are acceptable for reasons set forth in the statement of overriding considerations prepared pursuant to CEQA Guidelines Section 15093 and attached hereto as Exhibit A

7 The EIR sets forth environmental impacts that would be significant or potentially significant in the absence of mitigation measures As to each such impact the City Council hereby finds either that (1)changes or alterations required or incorporated into the Project substantially lessen or avoid the significant or potentially significant environmental impacts or (2) specific economic legal social technological or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR

8 The City Council finds that the Project is consistent with the City of Lincoln General Plan and is the best way to implement the goals and policies of the General Plan

9 The City Council recognizes that the Final EIR contains additions clarifications modifications and other changes in response to comments on the Draft EIR The City Council finds that these changes and additional information contained in the Final EIR do not constitute significant new information that requires revisions to the EIR There is no substantial evidence tending to show that the changes result in any new significant environmental impact not already evaluated or that there is any substantial increase in the severity of any environmental impact previously identified

PASSED AND ADOPTED this 12th day of June 2012 by the following roll call vote

AYES COUNCILMEMBERS Cosgrove Joiner Hydrick Nader

NOES COUNCILMEMBERS Short

ABSENT COUNCILMEMBERS None

Mayor

ATTEST

City Clerk

EXHIBIT A

CITY OF LINCOLN CITY COUNCIL

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS REQUIRED UNDER CEQA FOR THE MEADOWLANDS SUBDIVISION PROJECT

I Introduction

The Findings and Statement of Overriding Considerations are set forth below (the Findings) are made by the City of Lincoln City Council as the City s Findings under the California Environmental Quality Act (CEQA) (*Public Resources Code* Section 2100 *et seq*) and CEQA Guidelines (*California Code of Regulations* Section 1500 *et seq*) relating to the Project The Findings provide the written analysis and conclusions of the City Council Commission regarding the Project s environmental impacts mitigation measures alternatives to the Project and the overriding considerations which in the City Council s view justify approval of the Project despite its potentially significant and unavoidable environmental effects

Findings as to Significant and Potentially Significant Environmental Effects The City Council makes the following finding for each significant and potentially significant effect of the Project identified in the EIR (1) changes or alterations have been required in or incorporated into the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR or (2) changes or alterations which avoid or substantially lessen the effect are within the responsibility and jurisdiction of another public agency and not the agency making the finding and such changes have been adopted by such other agency or can and should be adopted by such other agency or (3) specific economic social or other considerations make infeasible the mitigation measure(s) or project alternative(s) identified in the EIR that would avoid or substantially lessen the effect

With respect to the first of the three potential findings the CEQA Guidelines do not define the difference between avoiding a significant environmental effect and merely substantially lessening such effect The meaning of these terms therefore must be gleaned from the other contexts in which they are used Public Resources Code Section 21081 on which CEQA Guidelines Section 15091 is based uses the term mitigate rather than substantially lessen The CEQA Guidelines therefore equate mitigating with substantially lessening Such an understanding of the statutory term is consistent with Public Resources Code Section 21001 which declares the Legislature s policy disfavoring the approval of projects with significant environmental effects where there are feasible mitigation measures or feasible alternatives that could avoid or substantially lessen such significant effects

Legal Effect of Findings To the extent that these findings conclude that various proposed mitigation measures set forth in the EIR are feasible and have not been

modified superseded or withdrawn the City of Lincoln hereby and through approval of the General Development Plan in connection herewith binds itself all landowners within the Meadowlands Subdivision Project and their assigns and successors in interest to implement those measures These Findings in other words are not merely informational but constitute a binding set of obligations that will come into effect when the City adopts a resolution approving the Project In the event an inconsistency exists with regards to the requirements of a mitigation measure as set forth in the EIR Mitigation Monitoring Program these Findings or conditions of approval on subsequent discretionary entitlements the description of the mitigation measure in these Findings govern the requirements of that measure

Mitigation Monitoring and Reporting Program As required by Public Resources Code Section 21081 6 the City of Lincoln in adopting these findings also adopts a mitigation monitoring and reporting program designed to ensure that during project implementation the City affected landowners their assigns and successors in interest and any other responsible parties comply with the feasible mitigation measures identified below That program is described in Chapter 5 of the Final EIR and shall be revised as necessary to reflect the City Council s decisions The Mitigation Monitoring and Reporting Program identifies for each mitigation measure the party responsible for its implementation

Potentially Significant and Significant Effects and Mitigation Measures The EIR set forth environmental effects that would be potentially significant or significant in the absence of mitigation measures These effects (or impacts) are set forth below along with any mitigation measures adopted that will substantially lessen or avoid those potentially significant or significant effects Also set forth are significant impacts that cannot be substantially lessened or avoided by feasible mitigation measures or Project alternatives

General Findings and Overview

A The Project

The Project analyzed in the EIR includes a mix of single family multi family pocket parks and open space The Project includes approximately up to 313 dwelling units consisting of up to 209 single family units and 104 multi family units The Project also includes 3 2 acres of parks a 4 0 acre detention basin and 48 8 acres of Markham Ravine Open Space The Vesting Tentative Subdivision Map will also create a small parcel at the southwest corner of the site which was addressed programmatically in the EIR The project site is located in the northeastern portion of the City of Lincoln in Placer County northwest of the intersection of Ninth Street and East Avenue

B Description of the Environmental Impact Report

A Notice of Preparation (NOP) for the Meadowlands Subdivision Project Environmental Impact Report was released on March 1 2006 (SCH# 2006032003) for a 30 day public review period Public comments were received in response to the NOP After circulation of the NOP/IS the Project was revised

to reduce the total number of residential units The project described in the NOP included 359 residential units the project as currently proposed and analyzed by the EIR would include 313 residential units

The Initial Study determined that the Project would not result in significant or potentially significant adverse environmental impacts in the following issues areas agricultural resources land use and planning mineral resources population and housing and recreation

For purposes of these Findings the Environmental Impact Report (EIR) consists of the Draft EIR the Final EIR and all appendices memoranda and all documents incorporated by reference in these documents

C Record of Proceedings and Custodian of Records

For purposes of CEQA and the Findings set forth herein the record of proceedings upon which these Findings are based includes but is not limited to the following

(1) The Initial Study Environmental Checklist and Notice of the Preparation of the EIR for the Meadowlands Subdivision Project SCH No 2006032003

(2) All written comments submitted by agencies or members of the public during the public review period for the Draft EIR

(3) All documentary and oral evidence received at public hearings or submitted to the City prior to the time these findings are adopted relating to the Project its alternatives or the EIR

(4) The Final EIR (dated March 2012) including all comments received on the Draft EIR and the responses thereto

(5) All documentary and oral evidence that is referred to or cited in the EIR or in any staff reports relating to the Project

(6) These Findings made by the City Council

(7) All final City staff reports relating to the above referenced CEQA documents including the EIR and/or the Project

(8) The City of Lincoln General Plan as amended through 2011 and all environmental documents relating thereto

(9) The City of Lincoln Public Facilities Element as amended through 2011 and all environmental documents relating thereto

(10) The Meadowlands Subdivision Project General Development Plan and Standards

(11) All other public reports documents studies memoranda maps or other planning documents relating to the Project the Draft and Final EIR for the Meadowlands Subdivision Project prepared by the City consultants to the City or responsible or trustee agencies

(12) All matters of common knowledge to this Council including but not limited to the City s plans codes policies guidelines and regulations and

(13) All other documents comprising the record pursuant to Public Resources Code Section 21167 6(e)

The documents described above comprising the record of proceedings are located in the offices of the Development Services Department 600 Sixth Street Lincoln California 95648 The custodian of these documents is the Director of Development Services or the City Clerk and her/his designee

D Consideration of the Environmental Impact Report

In adopting these Findings this City Council finds that it was presented with the EIR and it reviewed and considered the information in the EIR prior to approving the Project By these Findings the City Council ratifies adopts and incorporates the analysis explanations findings responses to comments and conclusions of the EIR except as modified by these Findings The Final EIR represents the independent judgment of the City and its City Council

E Severability

If any term provision or portion of these Findings or the application of these Findings to a particular situation is held by a court to be invalid void or unenforceable the remaining provisions of these Findings or their application to other actions related to the Project shall continue in full force and effect unless amended or modified by the City

PROJECT EFFECTS

Aesthetics/Visual Resources The Draft EIR identifies the following as significant or potentially significant environmental effects associated with aesthetics/visual quality (DEIR Chapter 1 pp 1 2 through 1 3)

- **Significant Effect** Development of the Project could degrade the existing character or quality of the site or its surroundings

  Finding The Draft EIR concluded that the Project could result in changes in the character of the Project site that could be considered negative if the project does not conform to design and zoning standards required by the City This would be considered a significant impact Implementation of the identified mitigation measure would reduce this impact to a less than significant level

  Mitigation Measure Implement Mitigation Measure AE 1 The proposed project shall comply with the City s Planned Development Guidelines per Chapter 18 32 of the Municipal Code and prepare a General Development Plan and Specific Development Plan and Development Permit for review by the Design Review Board and Planning Commission and approval of the City Council to ensure aesthetic compatibility with surrounding uses

- **Significant Effect** Development of the Project would result in night light and glare in the Project vicinity

  Finding The Draft EIR concluded that the introduction of artificial lighting would alter the existing nighttime views in the vicinity of the project site and the addition of lighting from the Project especially unshielded light could result in spillover light that could adversely affect existing and future residential uses and adjacent open space areas This would be considered a significant impact Implementation of the identified mitigation measure would reduce this impact to a less than significant level

  Mitigation Measure Implement Mitigation Measure AE 2 All exterior lights shall be cut off shielded and directed downward such that adjacent properties and open space areas are not illuminated

Air Quality The Draft EIR identifies the following as significant or potentially significant environmental effects associated with air quality (DEIR Section 4 1 pp 4 1 13 through 4 1 16)

- **Significant Effect** Construction activities associated with the Project would generate emissions of PM_{10} and $PM_{2.5}$

  Finding The Draft EIR concluded that Project related construction emissions when compared with PCAPCD thresholds would exceed the significance criteria for PM_{10} The PCAPCD has not adopted a separate

numerical standard for $PM_{2.5}$ and includes $PM_{2.5}$ with PM_{10} emissions However the methods for reducing PM_{10} emissions from project construction also reduce $PM_{2.5}$ emissions Although the emissions would be short term they would exceed PCAPCD thresholds for daily emissions and therefore was determined to be significant Mitigation would reduce emissions to a level that is below PCAPCD thresholds so this impact would be reduced to less than significant

Mitigation Measures Implement Mitigation Measure 4 1 1(a) The project applicant shall prepare and submit a Construction Emission/Dust Control Plan to PCAPCD for review prior to issuance of a permit for mass grading The applicant shall not break ground prior to PCAPCD review and City approval of the Construction Emission/Dust Control Plan As part of the Plan the following or equally effective measures shall be included 1) The project applicant/contractor shall submit to PCAPCD a comprehensive inventory (i e make model year emission rating) of all the heavy duty off road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project If any new equipment is added after submission of the inventory the prime contractor shall contact the PCAPCD prior to the new equipment being used At least three business days prior to the use of subject heavy duty off road equipment the project representative shall provide PCAPCD with the anticipated construction timeline including start date and name and phone number of the property owner project manager and onsite foreperson 2) Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours Additional information regarding Rule 202 can be found at www placer ca gov/Departments/Air/ Rules aspx 3) The project applicant/contractor shall hold a pre construction meeting for all contractors for grading activities The applicant/contractor shall invite PCAPCD to the pre construction meeting in order to discuss the project s Construction Emission/Dust Control Plan with employees and/or contractors 4) The project applicant/contractor shall comply with PCAPCD Rules 202 and 228 which limit visible and fugitive dust emissions The prime contractor shall retain an individual who is CARB certified to perform Visible Emissions Evaluations (VEE) This individual shall evaluate compliance with Rule 228 Fugitive Dust on a weekly basis 5) During construction no open burning of removed vegetation shall be allowed All removed vegetative material shall be either chipped onsite or taken to an appropriate recycling site or licensed disposal site 6) The project applicant/contractor shall be responsible for keeping adjacent public thoroughfares clean of silt dirt mud and debris and shall wet broom the streets if silt dirt mud or debris is carried over to adjacent public thoroughfares Dry mechanical sweeping is prohibited 7) Discharge of volatile organic compounds (VOCs) caused by the use or manufacture of cutback or emulsified asphalts for paving road construction or road maintenance shall comply with Rule 217 8) The contractor shall suspend all grading operations when wind exceeds 25 miles per hour and dust is affecting adjacent properties 9) During construction the contractor shall minimize idling time to a maximum of 10 minutes for all diesel powered

equipment 10) All projects shall comply with Rule 218 regarding use of architectural coatings containing VOCs 11) All onsite stationary equipment that is classified as 50 hp or greater shall obtain a PCAPCD permit pursuant to Rule 501 12) The project applicant shall include the following standard note on the Grading Plans The contractor shall apply water twice daily to control dust as required by Rule 228 Fugitive Dust to prevent dust impacts off site Operational water truck(s) shall be on site at all times to control fugitive dust Construction vehicles leaving the site shall be clean or cleaned to prevent dust silt mud and dirt from being released or tracked off site 13) The contractor shall replace ground cover in disturbed areas upon completion of construction within those areas 14) The contractor shall limit daily grading activity to 5 acres or less and cover all exposed soil piles at the project site b) Prior to issuance of a permit for mass grading the project applicant shall provide a written calculation to PCAPCD that demonstrates that the heavy duty (>50 horsepower) off road vehicles to be used in construction including owned leased and subcontractor vehicles will achieve a project wide fleet average 20 percent NOx reduction and 45 percent particulate reduction compared to the CARB fleet average for 2010 Acceptable options for reducing emissions may include use of late model engines low emission diesel products alternative fuels engine retrofit technology after treatment products and/or other options as they become available The following link shall be used to calculate compliance with this condition and shall be submitted to the PCAPCD as described above http //www airquality org/ceqa/ (click on the current Roadway Construction Emissions Model)

Biological Resources The Draft EIR identifies the following as significant effects associated with biological resources (DEIR Section 4 2 pp 4 2 22 through 4 2 28)

- **Significant Effect** The Project would result in impacts on special status vernal pool fairy shrimp or their habitat

  Finding The Draft EIR concluded that vernal pool fairy shrimp were found in two vernal pools on the developed portion of the project site comprising 0 13 acres during wet season and dry season surveys conducted in 2006 2007 Implementation of the Project would impact 0 13 acres of habitat This is considered a significant impact that would be mitigated to a less than significant impact with implementation of mitigation measures

  Mitigation Measure Implement Mitigation Measure 4 2 1 a For every acre of occupied habitat directly or indirectly affected at least three vernal pool preservation credits shall be dedicated within a USFWS approved ecosystem preservation bank or USFWS evaluation of site specific conservation value mitigation may be accomplished on site based on USFWS evaluation of site specific conservation values within the proposed mitigation area In satisfying this requirement the project applicant purchased 0 39 mitigation credits b) For every acre of occupied habitat directly affected at least one vernal pool creation credit shall be dedicated within a USFWS approved habitat

mitigation bank or mitigation may be accomplished on site based on USFWS evaluation of site specific conservation values within the proposed mitigation area In satisfying this requirement the project applicant purchased 0 13 mitigation credits

- **Significant Effect** The Project could result in the loss and degradation of special status reptile (Western Pond Turtle) and amphibian (Western spadefoot toad and California red legged frog) populations

  Finding Suitable habitat for the California red legged frog occurs within Markham Ravine however there are no occurrences of the frog within five miles of the project site and surveys for California red legged frogs at over 95 percent of the historical localities in the Central Valley hydrographic basin over the last 10 years indicate that this species has probably disappeared from over 99 percent of its former range within that region A USFWS habitat assessment was completed in 2006 which determined that there is no suitable California red legged frog habitat on the portion of the site proposed for development Suitable aquatic habitat for the Western pond turtle exists in Markham Ravine and there is one CNDDB occurrence of the species within five miles of the project site The Western pond turtle was not observed on the site and the proposed development portion does not provide suitable habitat Marginally suitable habitat for the Western spadefoot toad is present in the proposed developed portion of the site The nearest known occurrence of the Western spadefoot toad is nine miles from the project site Therefore construction of the Project could result in impacts on these species if they were found in the active construction zone This is considered a significant impact that would be mitigated to a less than significant level with implementation of mitigation measures

  Mitigation Measure Implement Mitigation Measure 4 2 2 During project construction the project applicant/contractor shall retain a qualified biologist to monitor construction activities adjacent to Markham Ravine to ensure no mortality of western pond turtles western spadefoot toads or California red legged frogs If necessary the biologist shall relocate any western pond turtles toads or frogs found in the construction zone during construction activities to a location downstream Prior to commencement of construction the applicant/contractor shall install orange construction fencing adjacent to Markham Ravine

- **Significant Effect** The Project could result in the loss and degradation of marginal foraging habitats

  Finding The Draft EIR concluded that the proposed developed area provides marginal grassland foraging habitat for Swainson s hawk and white tailed kite and implementation of the Project would result in the loss of approximately 59 acres of marginal foraging habitat for these species Loss of Swainson s hawk foraging habitat is considered a significant impact that would be mitigated to a less than significant impact with implementation of mitigation measures

Mitigation Measure Implement Mitigation Measure 4 2 3 The project applicant shall ensure that at least 44 25 acres of annual grasslands or other suitable raptor foraging habitat are preserved within west Placer County based upon project impacts of 59 acres (3/4 1 ratio) The project applicant is preserving and protecting under a perpetual conservation easement 24 acres of habitat on the site Preservation may occur through either On site preservation or enhancement of foraging habitat within the proposed mitigation area in consultation with the City and CDFG or Payment of a mitigation fee to a California Department of Fish and Game approved habitat development and management company or the City of Lincoln through a negotiated agreement between said company or the City the project applicant and CDFG The monies will be held in a trust fund and used to develop a mitigation bank in west Placer County through the purchase monitoring maintenance and remediation of lands in west Placer County that support suitable foraging habitat for Swainson s hawk and other raptors These lands would become incorporated into the mitigation bank owned and operated by the habitat development and management company and protected in perpetuity The lands must be within 10 miles of the project site (consistent with CDFG guidelines) or Purchase of conservation easements or fee title in west Placer County This mitigation must occur within 10 miles of the project site (consistent with CDFG guidelines)

- **Significant Effect** The Project could result in the loss and degradation of federally and state protected wetlands (including but not limited to seasonal wetlands wetland swales vernal pools and intermittent drainages) through direct removal filling hydrological interruption or by other means

  Finding The Draft EIR concluded that the project site supports approximately 28 29 acres of jurisdictional waters and the Project would impact approximately 2 75 acres of seasonal wetlands wetland swales vernal pools and intermittent drainages within the development area and proposed drainage facilities This is considered a significant impact that would be mitigated to a less than significant impact with implementation of mitigation measures

  Mitigation Measure Implement Mitigation Measure 4 2 4 a) The applicant shall prepare and implement a Wetland Mitigation Plan that ensures no net loss of wetlands and shall provide for mitigation for impacted wetlands at a minimum 1 1 ratio consistent with the City of Lincoln Open Space and Conservation Element (OSC) Policy 5 6 The wetland mitigation plan shall be based upon delineations verified by the Corps This measure may be implemented through the 404 permit process The plan shall include but not be limited to the following or equally effective components Provisions to use the plants seed duff (plant and seed material) and topsoil of wetlands to be filled in the wetlands created as compensation for unavoidable wetland loss Provisions shall include the most current standards for the removal storage and application of this material into the created wetlands Wetland success criteria that ensures that the created areas will meet or exceed the functions and values provided by the impacted aquatic areas Provisions for guaranteed funding enforceable by the City for implementation of a remedial

action plan should the success criteria not be met The Plan shall include provisions to ensure funding for the perpetual management of the mitigation area through the provision of an endowment b) Prior to any construction activities on the development area a protective fence shall be erected at the boundaries between the developed area and the Markham Ravine complex This fence shall remain in place until all construction activities in the immediate area are completed No activity shall be permitted within the wetlands preserve except for those expressly permitted c) A buffer shall be provided along all preserved and reconstructed wetlands Only those uses allowed in the 404 Permit and those uses expressly permitted by the USFWS or NMFS shall be permitted within the wetland preserve d) Water quality in Markham Ravine shall be protected using rigorous erosion control techniques during construction in the watershed and at a minimum meet the requirements stated in the State Water Resources Control Board NPDES permit Additionally urban runoff shall be managed to protect water quality in the wetlands preserve e) Mowing and other maintenance activities shall be limited to those detailed in the 404 Permit

- **Significant Effect** The Project could result in the disturbance of nesting burrowing owls

  Finding The Draft EIR concluded that although no burrowing owls were observed on the site the grassland habitat within the project site could provide suitable nesting and foraging habitat for burrowing owl Disturbance of nesting burrowing owls is considered a significant impact that would be mitigated to a less than significant impact with implementation of mitigation measures

  Mitigation Measure Implement Mitigation Measure 4 2 5 a) The project proponent shall retain a qualified biologist to conduct focused surveys for burrowing owls in areas of suitable habitat on and within 500 feet of the project site The surveys shall be conducted 30 days prior to any ground disturbance activity Surveys shall be conducted in accordance with prevailing CDFG protocol If no occupied burrows are found in the survey area a letter report documenting survey methods and findings shall be submitted to the City and CDFG and no further mitigation is necessary If burrowing owls are found the following mitigation measure shall be implemented b) Impacts on burrowing owl would be avoided if feasible by establishing a buffer of 165 feet during the non breeding season (September 1 through January 31) or 300 feet during the breeding season (February 1 through August 31) The size of the buffer area may be adjusted if a qualified biologist and CDFG determine that construction activities would not adversely affect the owl(s) No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied c) If impacts on occupied burrows are unavoidable on site passive relocation techniques shall be used if approved by CDFG to encourage owls to move to alternative burrows outside of the impact area However no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non invasive methods that the birds are not nesting d) If relocation of the owls is approved for the project by CDFG the

project proponent shall retain a qualified biologist to prepare a plan for relocating the owls to a suitable site The relocation plan must include (1) the location of the nest and owls proposed for relocation (2) the location of the proposed relocation site (3) the number of owls involved and the time of year when the relocation is proposed to take place (4) the name and credentials of the biologist who would be retained to supervise the relocation (5) the proposed method of capture and transport for the owls to the new site (6) a description of the site preparations at the relocation site (e g enhancement of existing burrows creation of artificial burrows one time or long term vegetation control etc) and (7) a description of efforts and funding support proposed to monitor the relocation Relocation options may include passive relocation to another area of the site not subject to disturbance through one way doors on burrow openings or construction of artificial burrows in accordance CDFG guidelines

Cultural Resources The Draft EIR identified the following as significant or potentially significant environmental effects associated with cultural resources (DEIR Chapter 1 pp 1 3 through 1 5)

- **Significant Effect** Project related ground disturbing activities at the development site could disturb or destroy previously unknown cultural resources

  Finding The Draft EIR concluded that although there is low cultural resource sensitivity at the Project site there is a possibility that previously unknown cultural resources could be disturbed or destroyed by Project related ground disturbing activities at the development site adverse impacts on these unknown cultural resources would be a potentially significant impact Implementation of the identified mitigation measure would reduce this impact to a less than significant level

  Mitigation Measure Implement Mitigation Measure CUL 1 a) If any cultural resources such as unusual amounts of bone or shell artifacts structural features historic period refuse or human remains are encountered during any project related ground disturbing activities work shall be suspended within 100 feet of the find until the find is evaluated by a qualified professional The City of Lincoln Community Development Department shall be notified immediately of the discovery and the project developer shall retain the services of an archaeologist who meets the Secretary of the Interior s Standards for Archaeology to evaluate the find and provide recommendations for treatment of any significant historical or archaeological resources The archaeologist s recommendations shall be submitted for approval to the City of Lincoln Community Development Department The project developer shall implement the approved mitigation to be verified by the City of Lincoln Community Development Department b) If human remains are discovered during any project activities work within 100 feet of the remains shall be suspended immediately and the City of Lincoln Community Development Department and the Placer County Coroner shall be immediately notified If the remains are determined by the county coroner to be Native American the Native American Heritage Commission (NAHC)

shall be notified within 24 hours A professional archaeologist with Native American burial experience shall conduct a field investigation of the specific site and consult with the Most Likely Descendant if any identified by the NAHC As necessary the archaeologist may provide professional assistance to the Most Likely Descendant including the excavation and removal of the human remains The City of Lincoln Community Development Department will be responsible for the approval of recommended mitigation taking account of the provisions of state law as set forth in CEQA Guidelines Section 15064 5(e) and Public Resources Code Section 5097 98 The project applicant shall implement the approved mitigation to be verified by the City of Lincoln Community Development Department before the resumption of activities at the site where the remains were discovered

- **Significant Effect** Project related ground disturbing activities at the development site could destroy previously unknown paleontological resources

  Finding The Draft EIR concluded that proximity of previous vertebrate discoveries near the Project site increases the sensitivity of the area for paleontological resources The sensitivity of the area for paleontological resources increases the likelihood a previously undiscovered resource may be damaged or destroyed during site preparation This is a potentially significant impact Implementation of the identified mitigation measure would result in reducing this impact to a less than significant level

  Mitigation Measure Implement Mitigation Measure CUL 2 Should any evidence of paleontological resources (e g fossils) be encountered during grading or excavation either onsite or offsite as a result of a project improvement work shall be suspended within 100 feet of the find and the City of Lincoln Community Development Department shall be immediately notified At that time the City shall coordinate any necessary investigation of the site with a qualified paleontologist as needed to assess the resource and provide proper management recommendations Possible management recommendations for important resources could include resource avoidance or data recovery excavations The project contractor shall implement any measures deemed necessary by the City for the protection of the paleontological resources

Geology The Draft EIR identified the following as significant or potentially significant environmental effects associated with geology (DEIR Chapter 1 pp 1 6 through 1 7)

- **Significant Effect** The Project could result in risks associated with seismic groundshaking or other seismic hazards

  Finding The Draft EIR concluded that the Project site is susceptible to seismic groundshaking due to earthquakes on faults associated with the Foothills/Bear Mountains System Coast Range Sierran block boundary San Andreas and others which could expose persons or structures to seismic risk This is a potentially significant impact Implementation of the identified mitigation measure would reduce this impact to a less than significant level

Mitigation Measure Implement Mitigation Measure GEO 1 The project applicant shall adhere to the California Uniform Building Code all applicable state regulations and local ordinances for specific seismic safety requirements and building designs

- **Significant Effect** Project related construction activities could increase erosion

  Finding The Draft EIR concluded that Project related construction activities such as grading could result in erosion or topsoil loss This is a potentially significant impact Implementation of the identified mitigation measure would reduce this impact to a less than significant level

  Mitigation Measure Implement Mitigation Measure GEO 2 The project developer shall apply for and comply with the General Construction Activity Permit As a permit applicant the project developer is also required to prepare and retain at the construction site a stormwater pollution prevention plan (SWPPP) The SWPPP shall specify Best Management Practices (BMPs) consistent with the City of Lincoln Grading Ordinance

Hazards and Hazardous Waste The Draft EIR identified the following as significant or potentially significant environmental effects associated with hazards and hazardous waste (DEIR Chapter 1 pp 1 7 through 1 8)

- **Significant Effect** The Project could create a hazard through the routine use transport or disposal of hazardous materials or create a hazard through an accident involving a release of hazardous materials

  Finding The Draft EIR concluded that Project related construction activities would use hazardous materials such as fuels (gasoline and diesel) oils and lubricants paints and paint thinners glues cleaners (which could include solvents and corrosives in addition to soaps and detergents) and possibly pesticides and herbicides which could be released if not properly handled This is a potentially significant impact Implementation of the identified mitigation measure would reduce this impact to a less than significant level

  Mitigation Measure Implement Mitigation Measure HAZ 1 The project developer shall comply with the applicable federal State and local regulations for the routine transport use or disposal of hazardous materials during construction

- **Significant Effect** The Project could expose people of structures to risk from wildland fire

  Finding The Draft EIR concluded that the proposed developed portion of the Project site consists primarily of undeveloped grasslands and dry grasslands are susceptible to wildland fires that can move quickly in the presence of strong winds This is a potentially significant impact Implementation of the identified mitigation measure would reduce this impact to a less than significant level

Mitigation Measure Implement Mitigation Measure HAZ 2 The project applicant shall prepare a Wildland Fire Prevention Plan which will recommend measures to reduce the danger of a wildland fire

Hydrology and Water Quality The Draft EIR identified the following as significant or potentially significant environmental effects associated with hydrology and water quality (DEIR Section 4 3 pp 4 3 20 through 4 3 24)

- **Significant Effect** The Project would include placement of fill in the 100-year floodplain to accommodate proposed residential development

  Finding The Draft EIR concluded that to accommodate proposed residential development in those areas and to provide required pad elevations approximately 200 000 cubic yards of soil would be imported for the developed portion of the project Approximately 1 3 acres of the floodplain would be filled This is considered a significant impact that would be mitigated to a less than significant impact with implementation of mitigation measures

  Mitigation Measure Implement Measure 4 3 4(a) The project applicant shall design the project so that residential pads are elevated a minimum of two (2) feet above the 100 year floodplain per the City s requirements and the project developer shall design the residences so that the finished floor elevations of the structures are elevated at least three (3) feet above the 100 year floodplain per the City s building requirements b) The project applicant shall obtain a CLOMR and a LOMR

- **Significant Effect** The Project would increase the types and amounts of pollutants in stormwater runoff that could be discharged to Markham Ravine

  Finding The Draft EIR concluded that there is the potential that urban runoff from the Project could contain levels of pollutants that could adversely affect water quality in Markham Ravine by increasing sediment loads or increasing the types or concentrations of chemical pollutants and because Markham Ravine is a source of groundwater recharge in the project area contaminants could migrate to groundwater thereby affecting groundwater quality This is considered a significant impact that would be mitigated to a less than significant impact with implementation of mitigation measures

  Mitigation Measure Implement Measure 4 3 5(a) Project Conditions of Approval shall specify that appropriate Best Management Practices (BMPs) be incorporated into project design to reduce urban pollutants in runoff consistent with goals and standards established under federal and State non point source discharge NPDES regulations and Basin Plan water quality objectives Further the proposed project shall implement the draft NPDES Phase 2 program SWMP and BMPs being implemented by the City To maximize effectiveness the selected BMPs shall be based on finalized site specific hydrologic conditions with consideration for the types and locations of development Mechanisms to maintain the BMPs shall be identified in the